

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

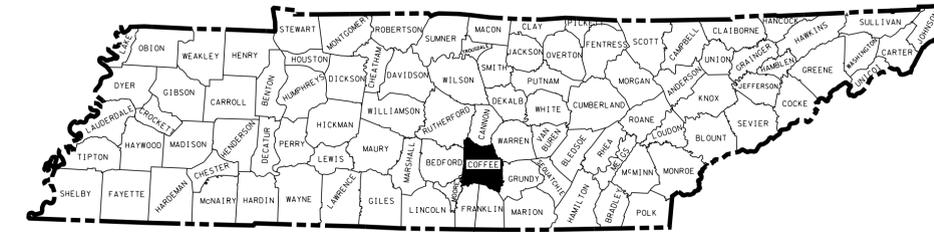
COFFEE COUNTY

INDUSTRIAL ACCESS ROAD SERVING XP SERVICES, INC.
IN TULLAHOMA

CONSTRUCTION

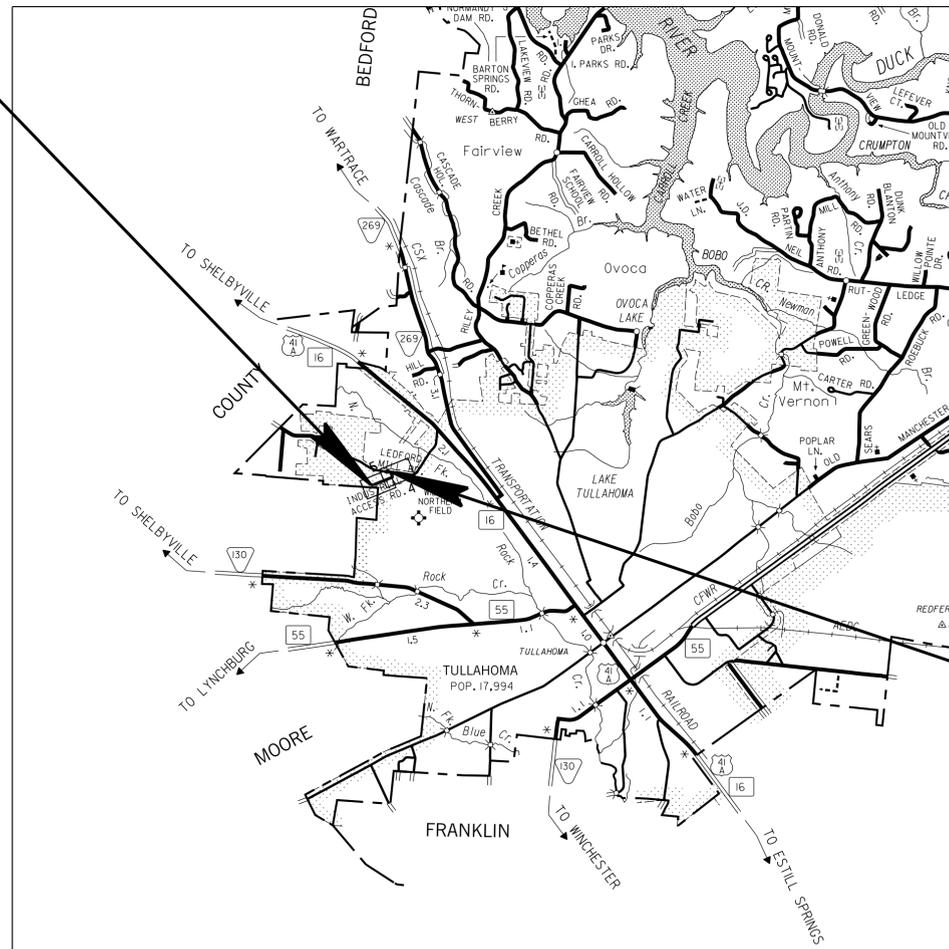
STATE HIGHWAY NO. N/A F.A.H.S. NO. N/A

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	16950-3596-04	



PROJECT LOCATION

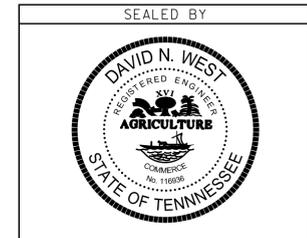
END PROJ. NO. 16950-3596-04 CONST.
STA. 45+23.97
N 383233.1031
E 1892748.0173



NO EXCLUSIONS
NO EQUATIONS

SURVEYED 02/04/2014

INDUSTRIAL ACCESS RD. TRAFFIC DATA	
V	25 MPH



BEGIN PROJ. NO. 16950-3596-04 CONST.
STA. 30+00.00
N 383927.5430
E 1893925.6662

APPROVED: *Paul D. Degges*
PAUL D. DEGGES, CHIEF ENGINEER

DATE: _____

APPROVED: *John Schroer*
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

SCALE: 1" = 5280'

CONST. PROJECT LENGTH = 0.29 MILE

TDOT DESIGN MANAGER 2 ROBERT RODGERS, P.E.
DESIGNED BY VOLKERT, INC.
DESIGNER DWIGHT ERWIN CHECKED BY DAVID N. WEST, P.E.

P.E. NO. 16950-1596-04 (DESIGN)

PIN NO. 118493.00

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	1A

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STANDARD ROADWAY DRAWINGS

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DWG. NO	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD01-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD01-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD01-TS-1	10-15-02	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD01-TS-1A		DESIGN STANDARDS FOR LOW-VOLUME LOCAL ROADS (ADT<=400)
RD01-TS-2	10-15-02	DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS
RD01-TS-3	10-15-02	DESIGN STANDARD FOR 2-LANE ARTERIAL HIGHWAYS
DRAINAGE - CULVERTS AND ENDWALL		
D-PB-1	01-02-13	STANDARD DETAILS CLASS "B" BEDDING AND CULVERT EXCAVATION
D-PB-2	01-29-14	STANDARD DETAILS FOR PLASTIC PIPE INSTALLATION
D-PB-3		INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PE-18B		18" CONCRETE ENDWALL CROSS DRAIN
D-PE-24A	01-06-15	24" CONCRETE ENDWALL CROSS DRAIN
D-PE-24B		24" CONCRETE ENDWALL CROSS DRAIN
D-SEW-1A	06-14-13	SIDE DRAIN CONCRRETE ENDWALL WITH STEEL PIPE GRATE
ROADWAY AND PAVEMENT APPURTENANCES		
RP-I-5	12-18-96	EXAMPLES OF STREET AND ALLEY INTERSECTIONS
TRAFFIC CONTROL APPURTENANCES		
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-12	05-27-03	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES

DWG. NO	REV.	DESCRIPTION
TRAFFIC CONTROL APPURTENANCES (CONT.)		
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-7	08-01-12	SEDIMENT TRAP WITH CHECK DAM
EC-STR-11	08-01-12	CULVERT PROTECTION TYPE 1
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

7/9/2015
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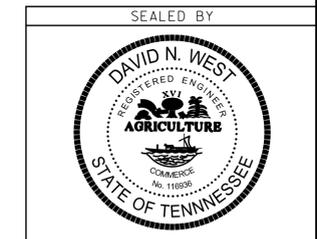
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**INDEX
AND
STANDARD
DRAWINGS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	2

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01 CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01 CLEARING AND GRUBBING	LS	1
8	202-02.01 REMOVAL OF PIPE (12" STA. 16+80)	L.F.	42
	203-01 ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	11677
	203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK)	TON	16900
	203-03 BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	96
	203-04 PLACING AND SPREADING TOPSOIL	C.Y.	700
	203-06 WATER	M.G.	10
	203-07 FURNISHING & SPREADING TOPSOIL	C.Y.	700
2	209-05 SEDIMENT REMOVAL	C.Y.	90
2	209-08.03 TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	2850
2	209-08.07 ROCK CHECK DAM PER	EACH	10
	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	4594
	303-01.01 GRANULAR BACKFILL (ROADWAY)	TON	950
	303-10.01 MINERAL AGGREGATE (SIZE 57)	TON	20
	307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	44
	307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	1070
	307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	700
	402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	11
	402-02 AGGREGATE FOR COVER MATERIAL (PC)	TON	43
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	7
	407-20.05 SAW CUTTING ASPHALT PAVEMENT	L.F.	1180
	411-02.10 ACS MIX(PG70-22) GRADING D	TON	566
	415-01.02 COLD PLANING BITUMINOUS PAVEMENT	S.Y.	1248
4	607-03.02 18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	92
4	607-05.02 24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	42
	611-07.31 18IN ENDWALL (SIDE DRAIN)	EACH	4
	611-07.57 24IN ENDWALL (CROSS DRAIN) 3:1	EACH	2
	707-08.11 HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	500
2	709-05.05 MACHINED RIP-RAP (CLASS A-3)	TON	100
2	709-05.06 MACHINED RIP-RAP (CLASS A-1)	TON	100
2	709-05.08 MACHINED RIP-RAP (CLASS B)	TON	28
	712-01 TRAFFIC CONTROL	L.S.	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	26
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	4
	712-05.03 WARNING LIGHTS (TYPE C)	EACH	14
	712-06 SIGNS (CONSTRUCTION)	S.F.	117
	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	48
5	713-16-20 SIGNS, (R1-1, 30"x30")	EACH	1
5	713-16-21 SIGNS, (W14-1, 30"x30")	EACH	1
6	713-16-22 SIGNS, (OM4-1, 18"x18")	EACH	1
	716-01.21 Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	47
	716-01.22 Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	5
	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	40
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	45
	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	1
7	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	1
3	716-13.01 SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	2
	717-01 MOBILIZATION	LS	1
	740-06.01 GEOMEMBRANE	S.Y.	4710
2	740-10.03 GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	300
	740-10.04 GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	29050
	801-01.07 TEMPORARY SEEDING (WITH MULCH)	UNIT	80
1.2	801-03 WATER (SEEDING & SODDING)	M.G.	88
	801-08 FERTILIZER (SUPPLEMENTAL APPLICATION)	TON	1.1
	803-01 SODDING (NEW SOD)	S.Y.	9700

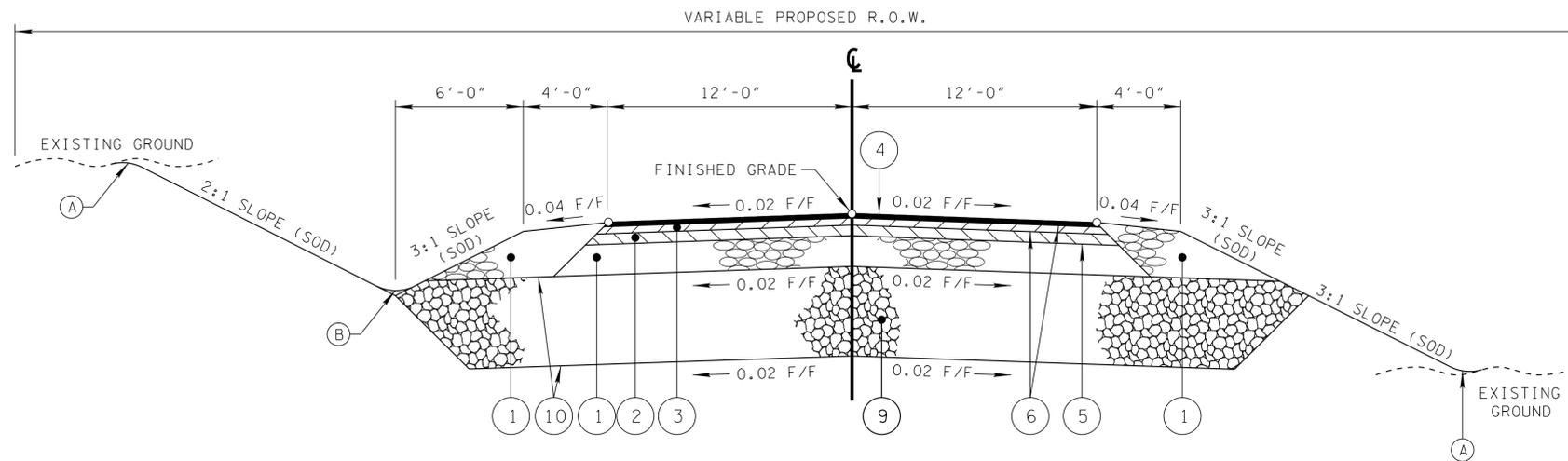
- (1) INCLUDES 8 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
- (2) ALL QUANTITIES ARE TO ARE TO BE USED AS DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (4) RCP-ONLY PER REQUEST FROM THE CITY OF TULLAHOMA.
- (5) POST TYPE U6
- (6) POST TYPE U3
- (7) FOR TEMPORARY MARKING
- (8) ANY UNDERCUT IS TO BE PAID FOR UNDER ITEM NO. 203-01 ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

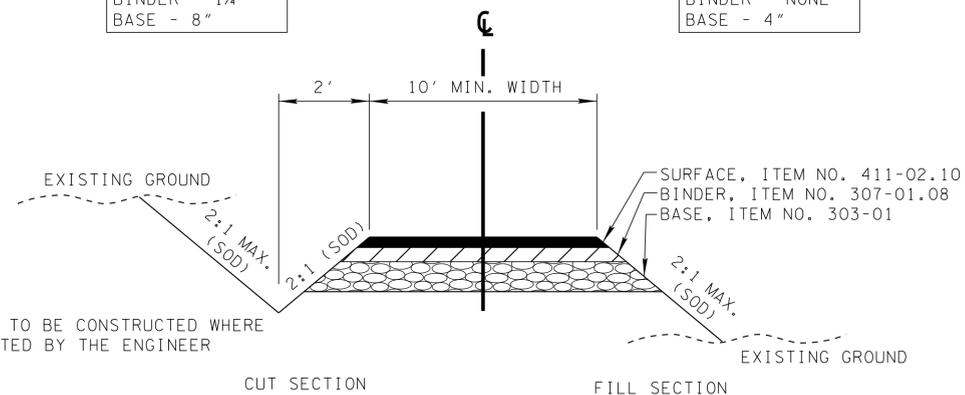
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	2
CONST.	2015	16950-3596-04	2A



TANGENT SECTION
 (BASED ON STD. DWG. RD01-TS-1)
 INDUSTRIAL ACCESS ROAD
 (BEGINNING AT LEDFORD MILL ROAD)
 SERVING XP PRODUCTS, INC. IN TULLAHOMA
 STA. 30+00.00 TO STA. 44+73.97

BUSINESS
 SURFACE - 1 1/4"
 BINDER - 1 1/4"
 BASE - 8"

FIELD OR RESIDENTIAL
 SURFACE - 1 1/2"
 BINDER - NONE
 BASE - 4"



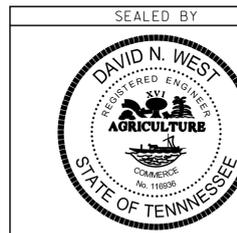
TYPICAL SECTION
 PRIVATE DRIVE TO BUSINESS,
 FIELD, OR RESIDENTIAL PROPERTY

ROADWAY SLOPE STABILIZATION NOTES
 ITEM NO. 803-01, (NEW SOD) SHALL BE
 USED ON ALL SLOPES.

- (A) SEE STANDARD DRAWING RD01-S-11 FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES AND SPECIAL ROCK CUT.
- (B) SEE STANDARD DRAWING RD01-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

PROPOSED PAVING SCHEDULE

① MINERAL AGGREGATE BASE (10") ROADWAY & FULL DEPTH UNDER SHOULDERS 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D (TON)	⑥ TACK COAT (RATE 0.07 GAL/SY GENERAL USE, 0.10 GAL/SY FOR COLD PLANING) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (TON)
② BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LBS/SY) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A (TON)	⑦ ASPHALT CONCRETE SURFACE (HOT MIX) (1.5") (APPROX. 154.50 LB/SY) 411-01.07 ACS MIX (PG64-22) GRADING E (SHOULDER) (TON)
③ BITUMINOUS PLANT MIX BASE (HOT MIX) BINDER (2") (APPROX. 226 LBS/SY) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2 (TON)	⑧ COLD PLANING BITUMINOUS PAVEMENT (APPROX. 1.25") 415-01.02 COLD PLANING BITUMINOUS PAVEMENT (SY)
④ ASPHALT CONCRETE SURFACE (HOT MIX) (1.25") (APPROX. 132.50 LBS/SY) 411-02.10 ACS MIX (PG70-22) GRADING D (TON)	⑨ GRADED SOLID ROCK (3 FEET THICK) 203-02.01 BORROW EXCAVATION (GRADED SOLID ROCK) (TON)
⑤ PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.35 GAL/SY) (TON) 402-02 AGGREGATE FOR COVER MATERIAL (PC) (RATE 12 LB/SY) (TON)	⑩ GEOTEXTILE FABRIC 740-10.04 GEOTEXTILE (TYPE IV) (STABILIZATION) (S.Y.)

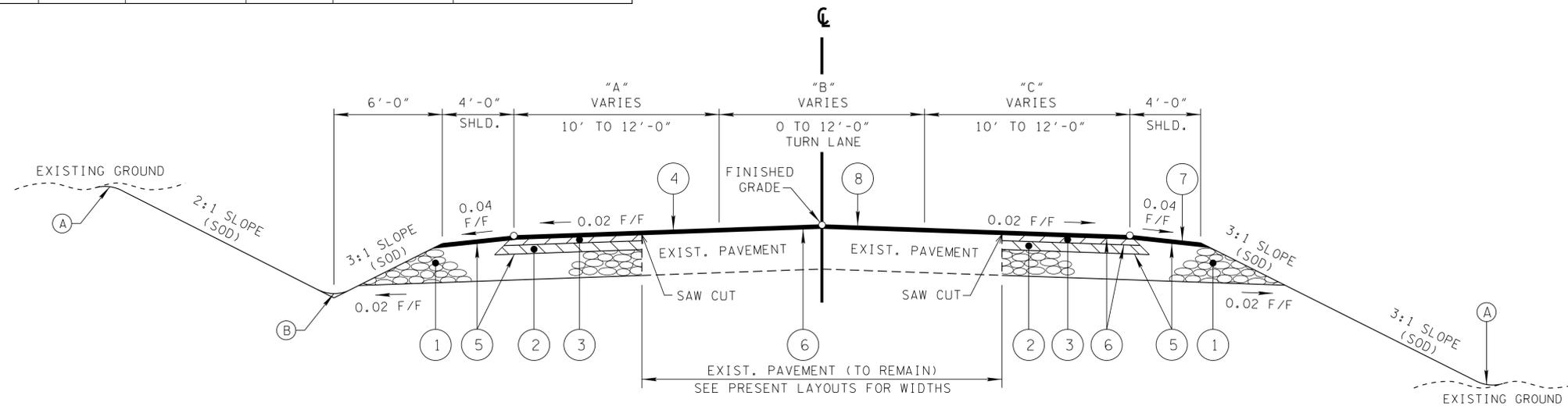


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**TYPICAL
 SECTIONS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	2B

DIMENSION	WIDTH (FT)	STATION	WIDTH (FT)	STATION	REMARKS
"A"	EXIST.	12+53.80	12	14+18.50	TRANSITION
"A"	12	14+18.50	12	16+50.96	
"A"	12	16+50.96	EXIST.	18+15.91	TRANSITION
"B"	0	12+53.80	12	14+18.50	TRANSITION
"B"	12	14+18.50	12	16+50.96	
"B"	12	16+50.96	0	18+15.91	TRANSITION
"C"	EXIST.	12+53.80	12	14+18.50	TRANSITION
"C"	12	14+18.50	12	15+56.08	
"C"	12	15+56.08	EXIST.	18+15.91	TRANSITION



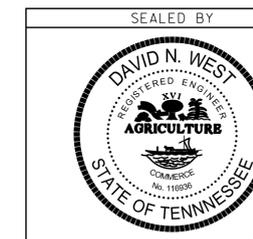
TANGENT SECTION
 (BASED ON STD. DWG. RD01-TS-2B)
 LEDFORD MILL ROAD
 STA. 12+24.36 TO STA. 18+15.31

ROADWAY SLOPE STABILIZATION NOTES
 ITEM NO. 803-01, (NEW SOD) SHALL BE
 USED ON ALL SLOPES.

- (A) SEE STANDARD DRAWING RD01-S-11 FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES AND SPECIAL ROCK CUT.
- (B) SEE STANDARD DRAWING RD01-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

PROPOSED PAVING SCHEDULE

① MINERAL AGGREGATE BASE (10") ROADWAY & FULL DEPTH UNDER SHOULDERS 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D (TON)	⑥ TACK COAT (RATE 0.07 GAL/SY GENERAL USE, 0.10 GAL/SY FOR COLD PLANING) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (TON)
② BITUMINOUS PLANT MIX BASE (HOT MIX) (3") (APPROX. 345 LBS/SY) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A (TON)	⑦ ASPHALT CONCRETE SURFACE (HOT MIX) (1.5") (APPROX. 159.0 LB/SY) 411-02.10 ACS MIX (PG70-22) GRADING D (TON)
③ BITUMINOUS PLANT MIX BASE (HOT MIX) BINDER (2") (APPROX. 226 LBS/SY) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2 (TON)	⑧ COLD PLANING BITUMINOUS PAVEMENT (APPROX. 1.25") 415-01.02 COLD PLANING BITUMINOUS PAVEMENT (SY)
④ ASPHALT CONCRETE SURFACE (HOT MIX) (1.25") (APPROX. 132.50 LBS/SY) 411-02.10 ACS MIX (PG70-22) GRADING D (TON)	
⑤ PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.35 GAL/SY) (TON) 402-02 AGGREGATE FOR COVER MATERIAL (PC) (RATE 12 LB/SY) (TON)	



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**TYPICAL
 SECTIONS
 & DETAILS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	2C

GENERAL NOTES

GRADING

- ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

- ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEMS 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-01.
- SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

DRAINAGE

- THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- EXCAVATION FOR PIPE CULVERTS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).
- THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
- WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.
- DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

UTILITIES

- THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

- THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

MISCELLANEOUS

- ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.
- THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA

RIGHT - OF - WAY

- ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.
- NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

- ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

- TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

FINAL PAVEMENT MARKING IF 4" SPRAY THERMOPLASTIC (60 mil) IS USED

- PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- BEFORE OPENING THE INDUSTRIAL ACCESS ROAD TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.

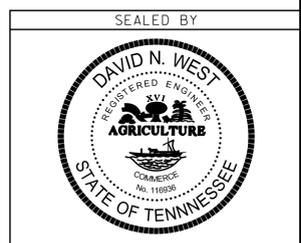
PAVEMENT

PAVING

- THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

- WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	2D

GENERAL NOTES

GRADED SOLID ROCK

- THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3'-0". AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1'-0" AND 3'-0" IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2" IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.
- THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

SIGNING

- THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUTOUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.
- THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS (3 SETS) OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. THE LAYOUT DRAWINGS SHALL BE SENT TO THE ROADWAY DESIGN DIVISION, SIGNING AND MARKING SECTION, SUITE 1300, J. K. POLK BUILDING, NASHVILLE, TN 37243-1402.
- THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.
- THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE

OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

- THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

- AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.
- CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.
- ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT. OFF-SITE BORROW OR WASTE AREAS ARE TO BE INCLUDED IN THE TOTAL DISTURBED AREA IF THE BORROW OR WASTE AREA IS EXCLUSIVE TO THE PROJECT PER TDOT'S WASTE AND BORROW MANUAL.

SEDIMENT CONTROL

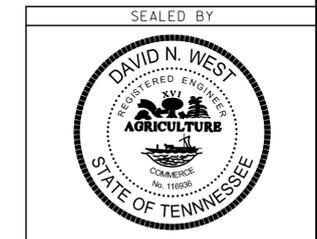
- EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
- THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS).

ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

- WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL- VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.
- CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.
- FOR AN OUTFALL IN A DRAINAGE AREA OF 10 ACRES OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.
- IF PERMANENT OR TEMPORARY VEGETATION IS TO BE USED AS AN EPSC MEASURE, THEN THE TIMING OF PLANTING OF VEGETATION SHALL BE SHOWN IN THE SWPPP. DELAYING PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED, TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

STREAM/WETLAND

- SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT WATER QUALITY MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG STREAM BANKS IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS IN ACCORDANCE WITH TDOT STANDARDS. THEY MUST BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- INSTREAM EPSC DEVICES REQUIRE THE ENVIRONMENTAL DIVISION'S PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN TDEC, USACE, AND TVA PERMITS.
- THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS, SHALL BE ONLY AS SHOWN ON THE PROJECT PLANS AND/OR AS SO SPECIFIED IN THE ARAP/401, SECTION 404 PERMIT(S) AND/OR TVA26(A), IF APPLICABLE. ANY ADDITIONAL PERMITS REQUIRED BY THE CONTRACTOR'S METHOD OF OPERATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN, AFTER RECEIVING THE APPROVAL OF TDOT ENVIRONMENTAL DIVISION.
- THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING.



STATE OF TENNESSEE
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GENERAL NOTES

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GENERAL NOTES

STREAM/WETLAND (CONTINUED)

- (20) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CROSSINGS MUST BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES MUST BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK MUST BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS MUST BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO THEIR PREEXISTING ELEVATION. ALL TEMPORARY CROSSINGS MUST BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (21) HEAVY EQUIPMENT WORKING IN WETLANDS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT MUST BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED.
- (22) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.

SPECIES

- (23) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA. THE SWPPP SHALL BE MODIFIED TO INCLUDE EPSC MEASURES TO PREVENT NEGATIVE IMPACTS TO LEGALLY PROTECTED STATE OR FEDERAL FAUNA OR FLORA OR AS INDICATED IN THE ECOLOGICAL STUDIES OR ON THE PERMIT(S).

INSPECTION, MAINTENANCE, REPAIR

- (24) EPSC CONTROLS WILL BE MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.
- (25) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES/STRUCTURES IS TO BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.
- (26) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND BE TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT IS TO BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.
- (27) THE CONTRACTOR SHALL INSTALL A RAIN GAUGE EVERY LINEAR MILE AT ALL SITES WHERE CLEARING, GRUBBING, EXCAVATION, GRADING CUTTING OR FILLING IS BEING ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED. IF THE PROJECT LENGTH IS LESS THAN ONE LINEAR MILE, ONE RAIN GAUGE SHALL BE INSTALLED AT THE CENTER OF THE PROJECT OR AS INDICATED BY THE TDOT EPSC INSPECTOR. THE CONTRACTOR SHALL ENSURE THAT EACH GAUGE IS MAINTAINED IN GOOD WORKING CONDITION. TDOT AND/OR THE CONTRACTOR SHALL RECORD DAILY PRECIPITATION AND FORECASTED PERCENTAGE OF PRECIPITATION IN DETAILED RECORDS OF RAINFALL EVENTS INCLUDING DATES, AMOUNTS OF RAINFALL PER GAUGE, THE ESTIMATED DURATION (OR STARTING AND ENDING TIMES), AND FORECASTED PERCENTAGE OF PRECIPITATION FOR THE PROJECT. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER ON A MONTHLY BASIS. THE COST FOR THE RAIN GAUGES IS TO BE INCLUDED IN THE UNIT BID PRICES FOR OTHER ITEMS. RAIN GAUGES SHALL BE AS SPECIFIED IN THE APPROVED TDOT RAINFALL MONITORING PLAN.
- (28) INSPECTION OF EPSC MEASURES SHALL BE DONE AT LEAST TWICE PER CALENDAR WEEK AT LEAST 72 HOURS APART. A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE/QUALITY CONTROL SITE ASSESSMENT OF EPSC SHALL BE PERFORMED PER THE

TDOT ENVIRONMENTAL DIVISION'S COMPREHENSIVE INSPECTION OFFICE GUIDELINES.

- (29) OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.
- (30) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (31) THE TDOT PROJECT SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT PROJECT SUPERVISOR OR THEIR DESIGNEE WILL COMPLETE THE INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

MATERIALS

- (32) WASTE AND BORROW AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN. BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.

SWPPP, PERMITS, PLANS, RECORDS

- (33) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS.
- (34) ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT ENGINEER. THE ENVIRONMENTAL DIVISION, ROADWAY DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (35) THE FOLLOWING INFORMATION SHALL BE MAINTAINED ON OR NEAR THE SITE: DATES THAT MAJOR GRADING ACTIVITIES OCCUR, DATES WHERE CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, DATES WHEN STABILIZATION MEASURES ARE INITIATED, EPSC INSPECTION RECORDS, QUALITY ASSURANCE SITE ASSESSMENT RECORDS, PRECIPITATION RECORDS, SWPPP, PROJECT ENVIRONMENTAL PERMITS, AND A COPY OF THE PROJECT EPSC INSPECTOR'S TDEC LEVEL 1 CERTIFICATION.
- (36) ALL WATER QUALITY AND STORM WATER PERMITS, INCLUDING A COPY OF THE NOC WITH NPDES PERMIT TRACKING NUMBER AND THE LOCATION OF THE SWPPP, SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BREIF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.
- (37) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS OR MODIFICATIONS OF THE SWPPP ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

- (38) THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY. THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED WHEN MAJOR DESIGN REVISIONS ARE REQUESTED BY CONSTRUCTION. THE ENVIRONMENTAL DIVISION MAY BE CONTACTED FOR GUIDANCE ON SPECIFIC SWPPP NEEDS. A COPY OF ANY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS SHALL BE RETAINED IN THE SWPPP.
- (39) THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER A CHANGE IN CHEMICAL TREATMENT METHODS IS MADE INCLUDING USE OF A DIFFERENT CHEMICAL, DIFFERENT DOSAGE OR APPLICATION RATE, OR A DIFFERENT AREA OF APPLICATION.
- (40) IF A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION) THE SWPPP SHALL BE MODIFIED OR UPDATED.
- (41) PROJECT INSPECTORS AND SUPERVISORS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EPSC PLANS SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. A COPY OF CERTIFICATION RECORDS FOR THE COURSES SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

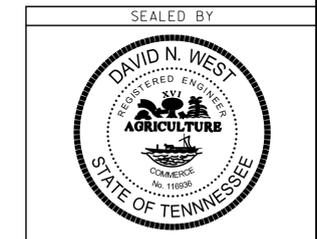
LITTER, DEBRIS, WASTE, PETROLEUM

- (42) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.
- (43) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

SPECIAL NOTES

GRADING

- (1) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.
- (2) EARTHWORK IS PAID FOR UNDER ITEM 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
AND
SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	2F

SPECIAL NOTES (CONTINUED)

PAVEMENT RESURFACING

- (1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:
 - A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.
 - B. THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.
 - C. THE DIFFERENCE IN ELEVATION BETWEEN THE MILLED SURFACE AND THE ADJACENT LANE SHALL NOT EXCEED 1 1/2 INCHES.
 - D. THE MILLED SURFACE SHALL BE PAVED WITHIN 48 HOURS.
 - E. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.
 - F. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS.
 - G. IF RAVELING OR DETERIORATION OF THE MILLED SURFACE IS OCCURRING WHILE TRAFFIC IS DRIVING ON THE MILLED SURFACE, THEN THIS PRACTICE WILL NOT BE ALLOWED AND PAVING SHALL BE COMPLETED IMMEDIATELY AFTER MILLING.
 - H. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

EROSION PREVENTION AND SEDIMENT CONTROL

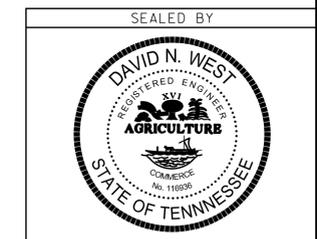
NPDES

- (1) REFER TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN, SHEET 8, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

ENVIRONMENTAL

ECOLOGY

- (1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING CONCERNING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR DESIGNATED CONSULTANT WILL NEED TO BE ON-SITE FOR WORK BEING DONE WHICH COULD AFFECT THE STREAM OR SPECIES.
- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED BRIDGE WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS WHICH MUST BE FOLLOWED.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	26

ESTIMATED GRADING QUANTITIES						
LOCATION	ROAD & DRAINAGE EXC. (UNCL.) C.Y.	BORROW EXCAVATION		CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
		UNCL. - C.Y.	S. ROCK - TON			
INDUSTRIAL ACCESS RD.	9628	0	16900			29
LEDFOORD MILL RD.	2049	96				67
TOTALS	11677	96	16900	0	7477	96

EROSION CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-05	SEDIMENT REMOVAL	C.Y.	90
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	2850
209-08.08	ENHANCED ROCK CHECK DAM	EACH	10
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	20
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	100
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	100
709-05.06	MACHINED RIP-RAP (CLASS B)	TON	100
740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	300
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	80
801-03	WATER (SEEDING & SODDING)	M.G.	8

ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER

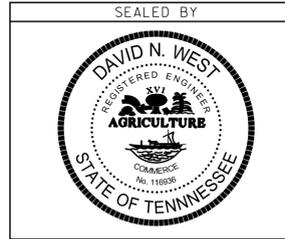
CROSS DRAIN TABULATION																	
STATION	RCP CLASS III (L.F.) FILL HEIGHT < OR = 16 FT.					RCP CLASS IV FILL HEIGHT > 16 FT. AND < OR = 24 FT.					SKEW	RIP-RAP 709-05.06 (TON)	END TREATMENT				REMARKS
	18"	24"	30"	36"	48"	18"	24"	30"	36"	48"			INLET		OUTLET		
													TYPE	DRAWING NO.	TYPE	DRAWING NO.	
40+08		42									90		U	D-PE-24A, D-PE-24B	U	D-PE-24A, D-PE-24B	
TOTALS	0	42	0	0	0	0	0	0	0	0	0						

RCP-ONLY PER REQUEST FROM THE CITY OF TULLAHOMA.

SIDE DRAIN TABULATION																	
STATION	LOCATION		DESCRIPTION	SURFACE WIDTH (L.F.)	RCP CLASS III (L.F.) FILL HEIGHT < OR = 10 FT.					RCP CLASS III (L.F.) FILL HEIGHT > 10 FT. AND < OR = 16 FT.					END TREATMENT		REMARKS
	LT	RT			18"	24"	30"	36"	48"	18"	24"	30"	36"	48"	TYPE	DRAWING NO.	
16+82	X		LEDFOORD MILL RD.	28.6	36										u	D-SEW-1A	
42+22	X		INDUSTRIAL ACCESS RD.	44.8	56										u	D-SEW-1A	
TOTALS					92	0	0	0	0	0	0	0	0				

RCP-ONLY PER REQUEST FROM THE CITY OF TULLAHOMA.

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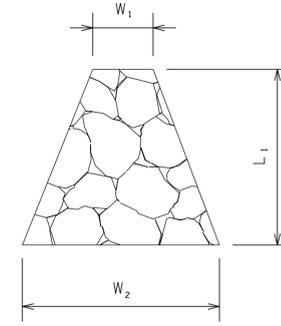
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	2H

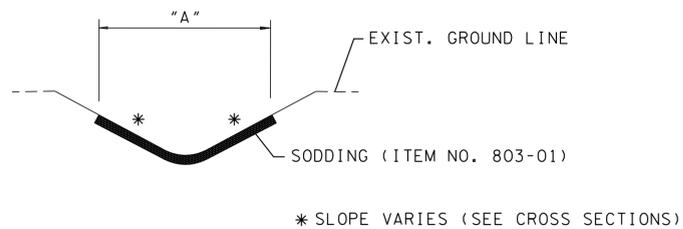
PAVEMENT QUANTITIES									
LOCATION	303-01	307-01.08	307-02.01	307-02.08	402-01	402-02	403-01	411-01.07	411-02.10
	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)
MAIN LINE & SIDE ROAD	2620.0		1070.0	700.0	11.0	43.0	7.0	40.0	526.0
SHOULDERS	1911.0								
DRIVEWAYS	63.0	44.0							
TOTALS	4594.0	44.0	1070.0	700.0	11.0	43.0	7.0	40.0	526.0

RIP RAP APRON LOCATIONS, DIMENSIONS AND QUANTITIES										
SHEET	LOCATION	STATION	OFFSET (FT.)	CODE	BASIN DIMENSIONS				RIP RAP CLASS B (TON)	RIP RAP CLASS C (TON)
					W1 (FT.)	W2 (FT.)	L1 (FT.)	D1 (FT.)		
5A	INDUSTRIAL ACCESS RD.	40+08	30' LT.	A2	6.0	21.0	15.0	2.5	28.00	
TOTALS									28.00	0.00



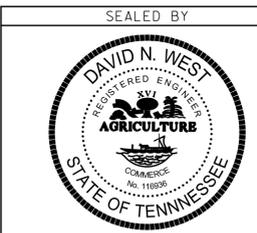
RIP RAP APRON DETAIL

SPECIAL DITCHES												
SHEET NO	LOCATION	STATION		SIDE		LENGTH	DESCRIPTION	DIMENSION "A" (FT)	SOD (SY) 803-01	TURF REINFORCEMENT MAT CLASS I (SY) 805-01.01	RIP RAP CLASS B (TON) 709-05.08	CONC (CY) 703-01
		FROM	TO	LT	RT							
4A/ 5A	INDUSTRIAL ACCESS ROAD	32+79.91	40+08.00		X	728.09	V-SOD	6.00	485			
4A/ 5A	INDUSTRIAL ACCESS ROAD	40+08.00	43+00.00		X	292.00	V-SOD	6.00	195			
4A/ 5A	INDUSTRIAL ACCESS ROAD	32+79.91	40+08.00	X		728.09	V-SOD	3.30	267			
4A/ 5A	INDUSTRIAL ACCESS ROAD	40+08.00	43+00.00	X		292.00	V-SOD	3.30	107			
TOTALS									1055	0	0	0



DETAIL OF V BOTTOM SOD DITCH
SEE SOILS SHEET #14 FOR GEOMEMBRANE LINING

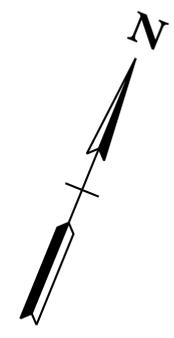
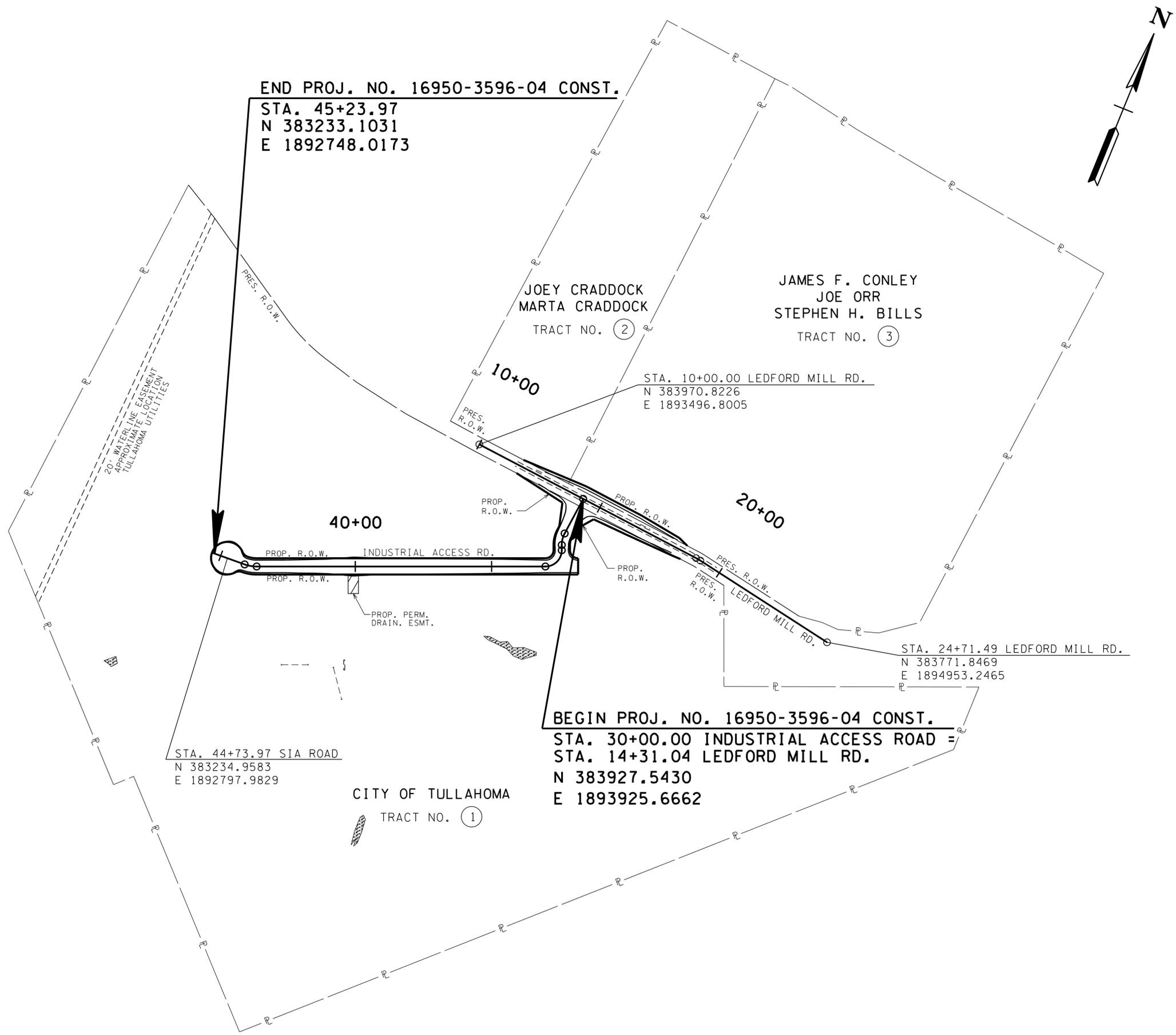
NOTE:
FOR DETAILS NOT SHOWN SEE STD. DWG. NO. RD01-S-11A.



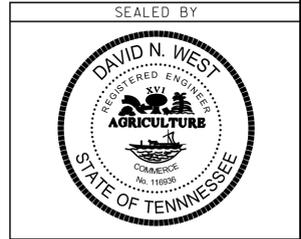
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	3
CONST.	2015	16950-3596-04	3



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COORDINATES ARE NAD/83(1995),
 ARE DATUM ADJUSTED BY THE
 FACTOR OF 1.00007 AND TIED TO
 THE TGRN. ALL ELEVATIONS ARE
 REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"=200'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	3A
CONST.	2015	16950-3596-04	3A

R.O.W. ACQUISITION TABLE																
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
				BK.	PAGE											
1	CITY OF TULLAHOMA	108	090.03	311	288		114.354	114.354		2.466	2.466		111.888	2660	1076	0.462 AC
2	JOEY CRADDOCK AND MARTA CRADDOCK	108	091.00	356	712	18.183		18.183	1469 S.F.		1469 S.F.	18.149				
3	JAMES F. CONLEY, JOE ORR, AND STEPHEN H. BILLS	108	091.01	353	64	52.196		52.196	0.202		0.202	51.994				

DISTURBED AREA	
IN BETWEEN SLOPE LINES	2.644 (AC.)
15 FOOT WIDE STRIP (OUTSIDE SLOPE LINES)	1.162 (AC.)
TOTAL DISTURBED AREA	3.806 (AC.)

RIGHT - OF - WAY

- IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, ROADWAY DESIGN DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL ROADWAY DESIGN OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.
- NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITIES

- THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

UTILITY OWNERS

TELEPHONE:
 BELLSOUTH DBA AT&T
 116 SOUTH CANNON AVENUE
 MURFREESBORO, TN 37129
 ATTN: KENNETH LEE KORNEGAY
 PHONE: 615-848-2082

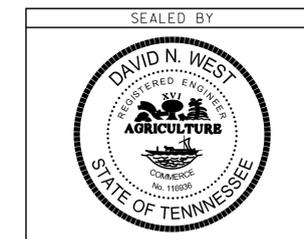
ELECTRIC:
 TULLAHOMA UTILITIES BOARD
 P.O. BOX 788
 901 SOUTH JACKSON STREET
 TULLAHOMA, TN 37388
 ATTN: LARRY OSTERMAN
 PHONE: 931-455-7157

WATER:
 TULLAHOMA UTILITIES BOARD
 P.O. BOX 788
 901 SOUTH JACKSON STREET
 TULLAHOMA, TN 37388
 ATTN: DALE WILLIS
 PHONE: 931-455-4515

SEWER:
 TULLAHOMA UTILITIES BOARD
 P.O. BOX 788
 901 SOUTH JACKSON STREET
 TULLAHOMA, TN 37388
 ATTN: DALE WILLIS
 PHONE: 931-455-4515

GAS:
 ELK RIVER PUBLIC UTILITY DISTRICT
 P.O. BOX 970
 217 SOUTH JACKSON STREET
 TULLAHOMA, TN 37388
 PHONE: 931-455-9311
 CONTACT: EDDIE MOFFITT

FIBER OPTICS:
 TULLAHOMA UTILITIES BOARD
 P.O. BOX 788
 901 SOUTH JACKSON STREET
 TULLAHOMA, TN 37388
 ATTN: LARRY OSTERMAN
 PHONE: 931-455-7157

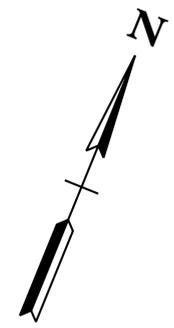


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

ACQUISITION
 TABLE,
 R.O.W. NOTES, &
 UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	4
CONST.	2015	16950-3596-04	4

CURVE D1
 PI 16+15.86
 N 383,908.9865
 E 1,894,109.5450
 Δ 0° 29' 23" (LT)
 D 1' 00' 00"
 R 5,729.58
 L 48.97
 T 24.49
 SE NC
 DESIGN SPEED 35 MPH
 TRANS. LENGTH 000

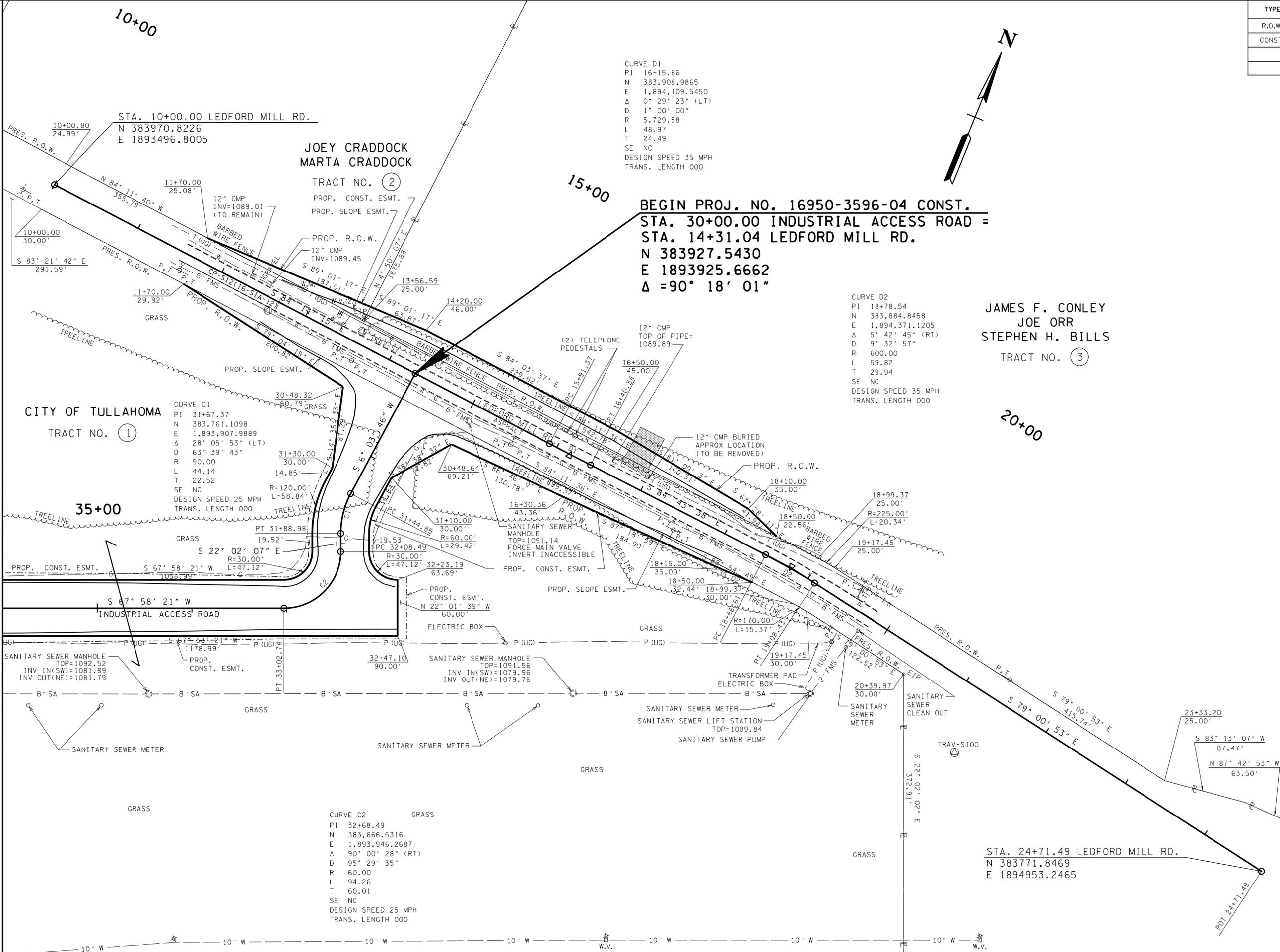


BEGIN PROJ. NO. 16950-3596-04 CONST.
STA. 30+00.00 INDUSTRIAL ACCESS ROAD =
STA. 14+31.04 LEDFORD MILL RD.
N 383927.5430
E 1893925.6662
Δ =90° 18' 01"

CURVE D2
 PI 18+78.54
 N 383,884.8458
 E 1,894,371.1205
 Δ 5° 42' 45" (RT)
 D 9' 32' 57"
 R 600.00
 L 59.82
 T 29.94
 SE NC
 DESIGN SPEED 35 MPH
 TRANS. LENGTH 000

JAMES F. CONLEY
JOE ORR
STEPHEN H. BILLS

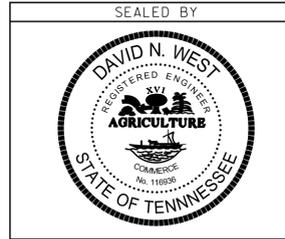
TRACT NO. ③



CURVE C1
 PI 31+67.37
 N 383,761.1098
 E 1,893,907.9889
 Δ 28° 05' 53" (LT)
 D 63° 39' 43"
 R 90.00
 L 44.14
 T 22.52
 SE NC
 DESIGN SPEED 25 MPH
 TRANS. LENGTH 000

CURVE C2
 PI 32+68.49
 N 383,666.5316
 E 1,893,946.2687
 Δ 90° 00' 28" (RT)
 D 95° 29' 35"
 R 60.00
 L 94.26
 T 60.01
 SE NC
 DESIGN SPEED 25 MPH
 TRANS. LENGTH 000

STA. 24+71.49 LEDFORD MILL RD.
 N 383771.8469
 E 1894953.2465



COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

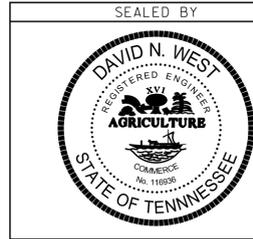
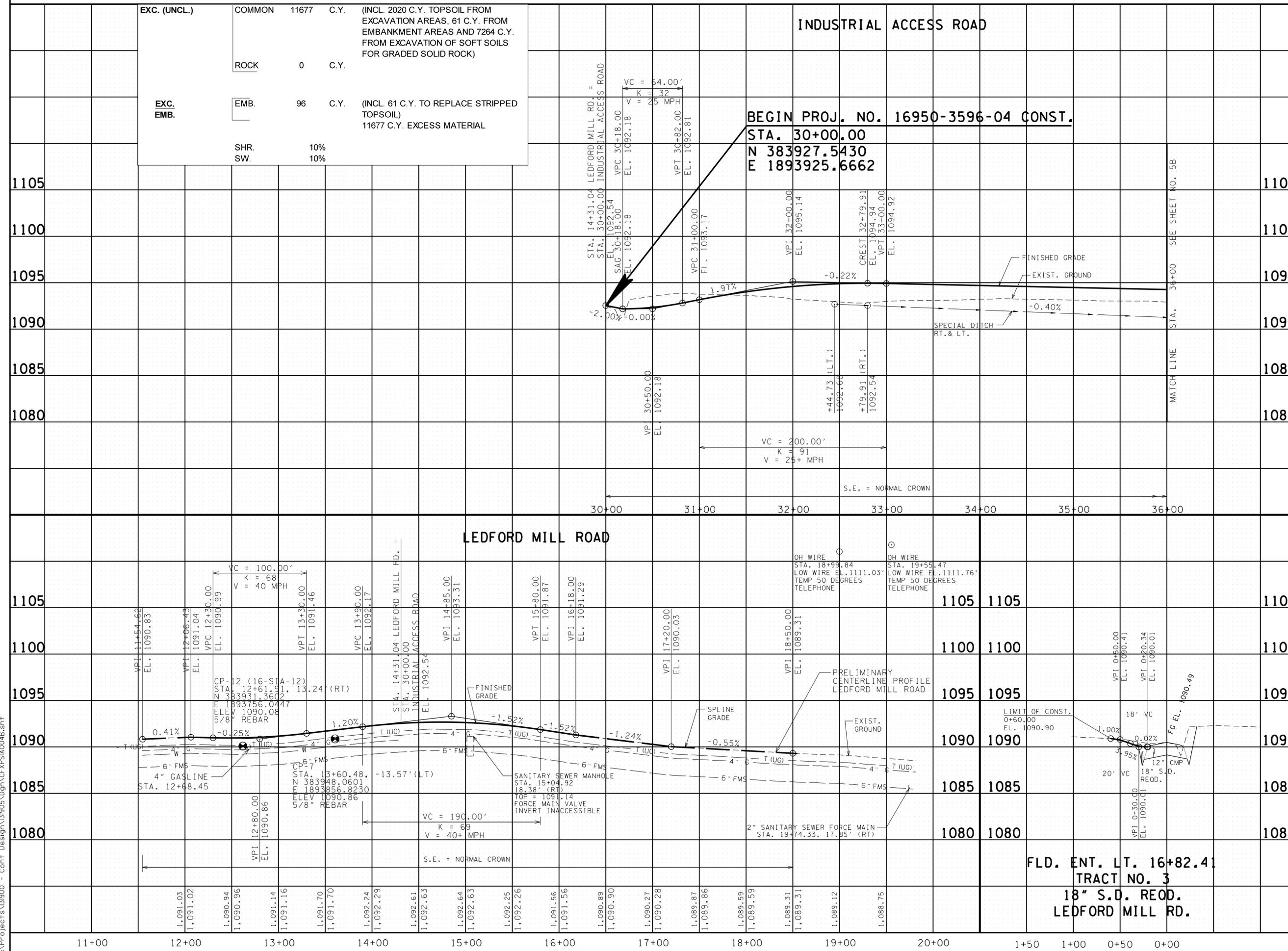
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT
 STA. 30+00 TO STA. 36+00

SCALE: 1" = 50'

7/9/2015 P:\Projects\131900 - Cont. Design\131905.Dgn\CF\PS\1A004.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	4B
CONST.	2015	16950-3596-04	4B

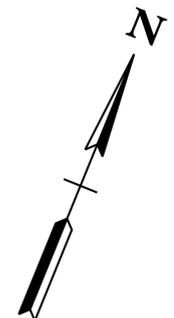


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

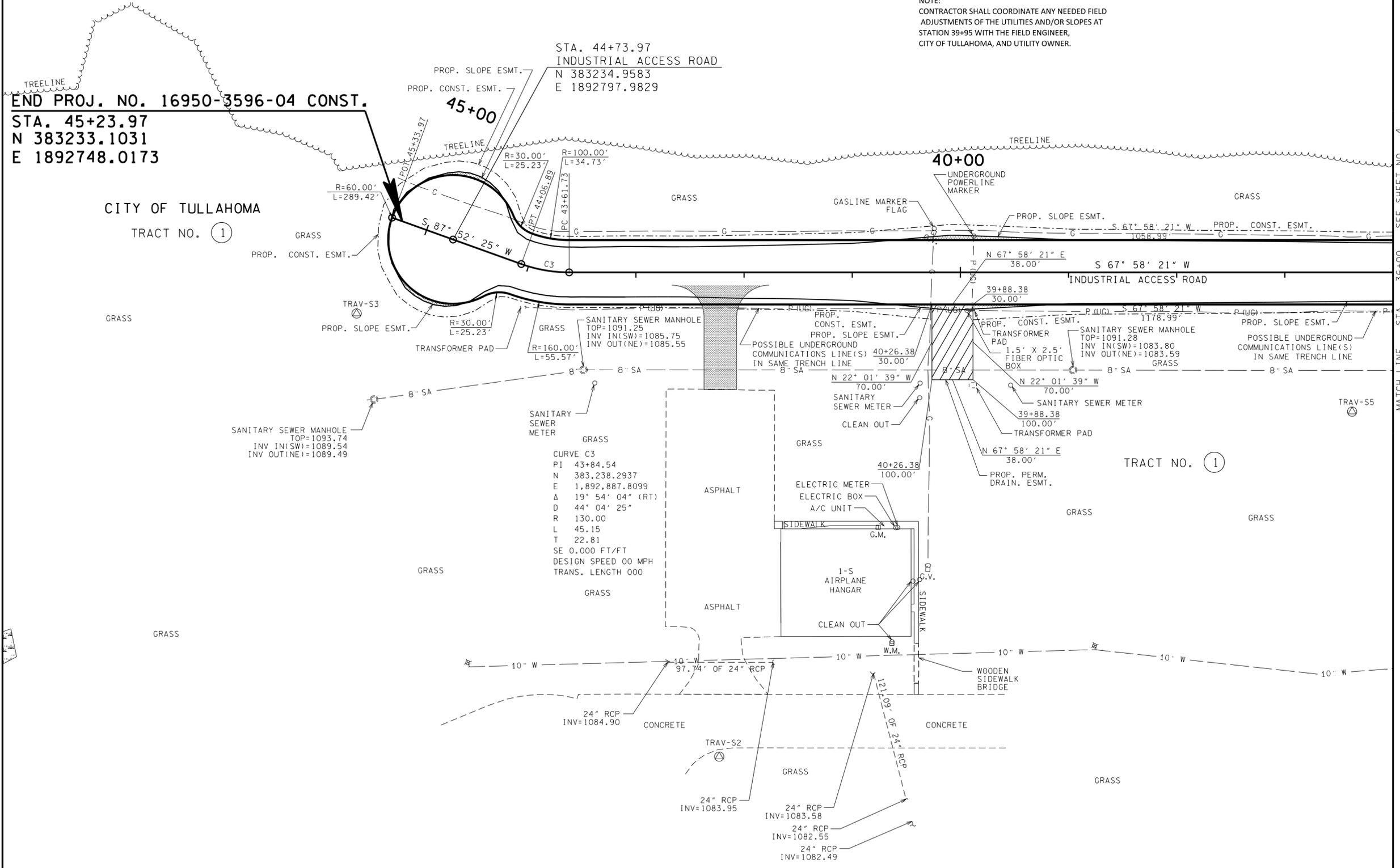
PROFILE
 INDUSTRIAL ACCESS ROAD
 STA. 30+00 TO STA. 36+00
 LEDFORD MILL ROAD
 STA. 11+50 TO STA. 18+50
 SCALE: 1" = 50' HORIZ.
 1" = 5' VERT.

7/9/2015
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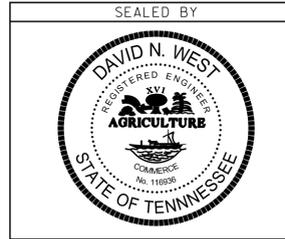
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	5
CONST.	2015	16950-3596-04	5



NOTE:
CONTRACTOR SHALL COORDINATE ANY NEEDED FIELD
ADJUSTMENTS OF THE UTILITIES AND/OR SLOPES AT
STATION 39+95 WITH THE FIELD ENGINEER,
CITY OF TULLAHOMA, AND UTILITY OWNER.



MATCH LINE STA. 36+00 SEE SHEET NO. 4



COORDINATES ARE NAD/83(1995),
ARE DATUM ADJUSTED BY THE
FACTOR OF 1.00007 AND TIED TO
THE TGRN. ALL ELEVATIONS ARE
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT
STA. 36+00 TO STA. 45+24

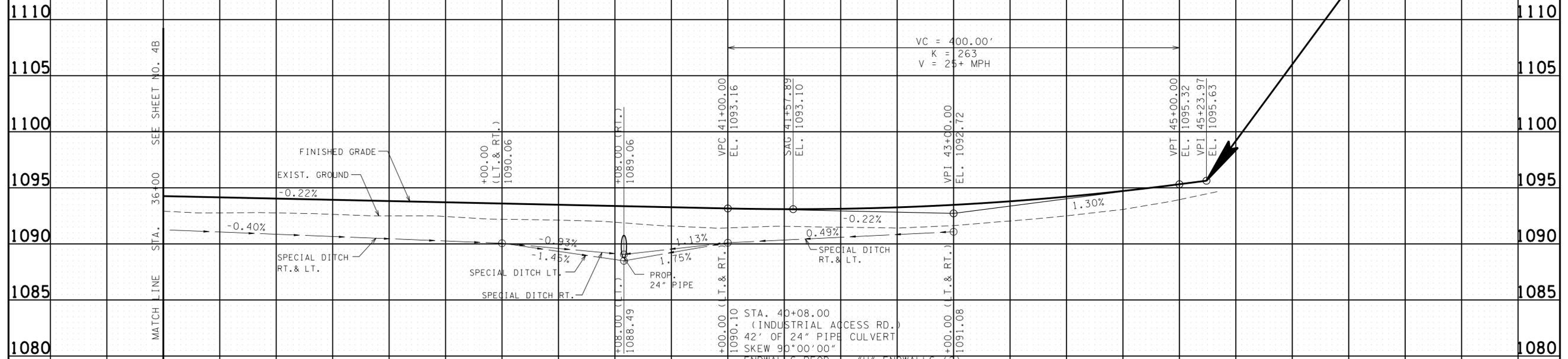
SCALE: 1" = 50'

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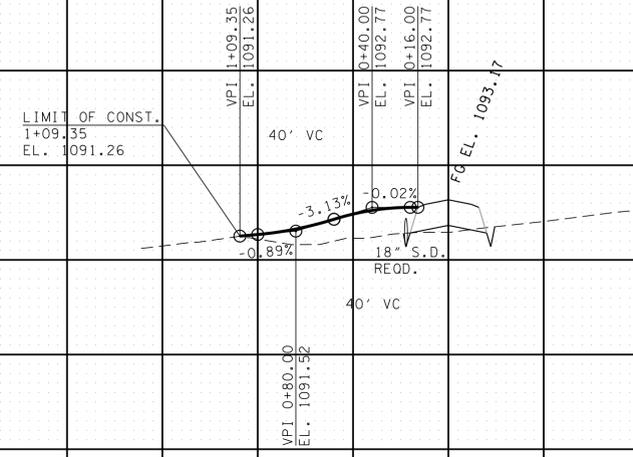
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	5B
CONST.	2015	16950-3596-04	5B

INDUSTRIAL ACCESS ROAD

END PROJ. NO. 16950-3596-04 CONST.
 STA. 45+23.97
 N 383233.1031
 E 1892748.0173

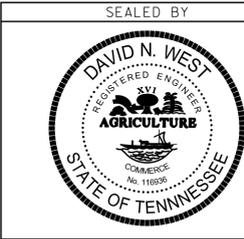


1100
1095
1090
1085
1080



BUS. ENT. LT. 42+21.96
 TRACT NO. 1
 18" S.D. REOD.
 INDUSTRIAL ACCESS ROAD

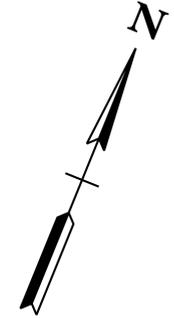
30+00 31+00 32+00 33+00 34+00 35+00 36+00 1+50 1+00 0+50 0+00



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

PROFILE
 INDUSTRIAL ACCESS ROAD
 STA. 36+00 TO STA. 45+24
 SCALE: 1" = 50' HORIZ.
 1" = 5' VERT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	6
CONST.	2015	16950-3596-04	6



END PROJ. NO. 16950-3596-04 CONST.

STA. 45+23.97
 N 383233.1031
 E 1892748.0173

10.0 AC. C = 0.40
 050 = 14.3 CFS
 0100 = 25.7 CFS

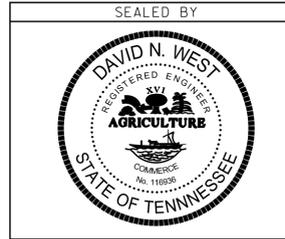
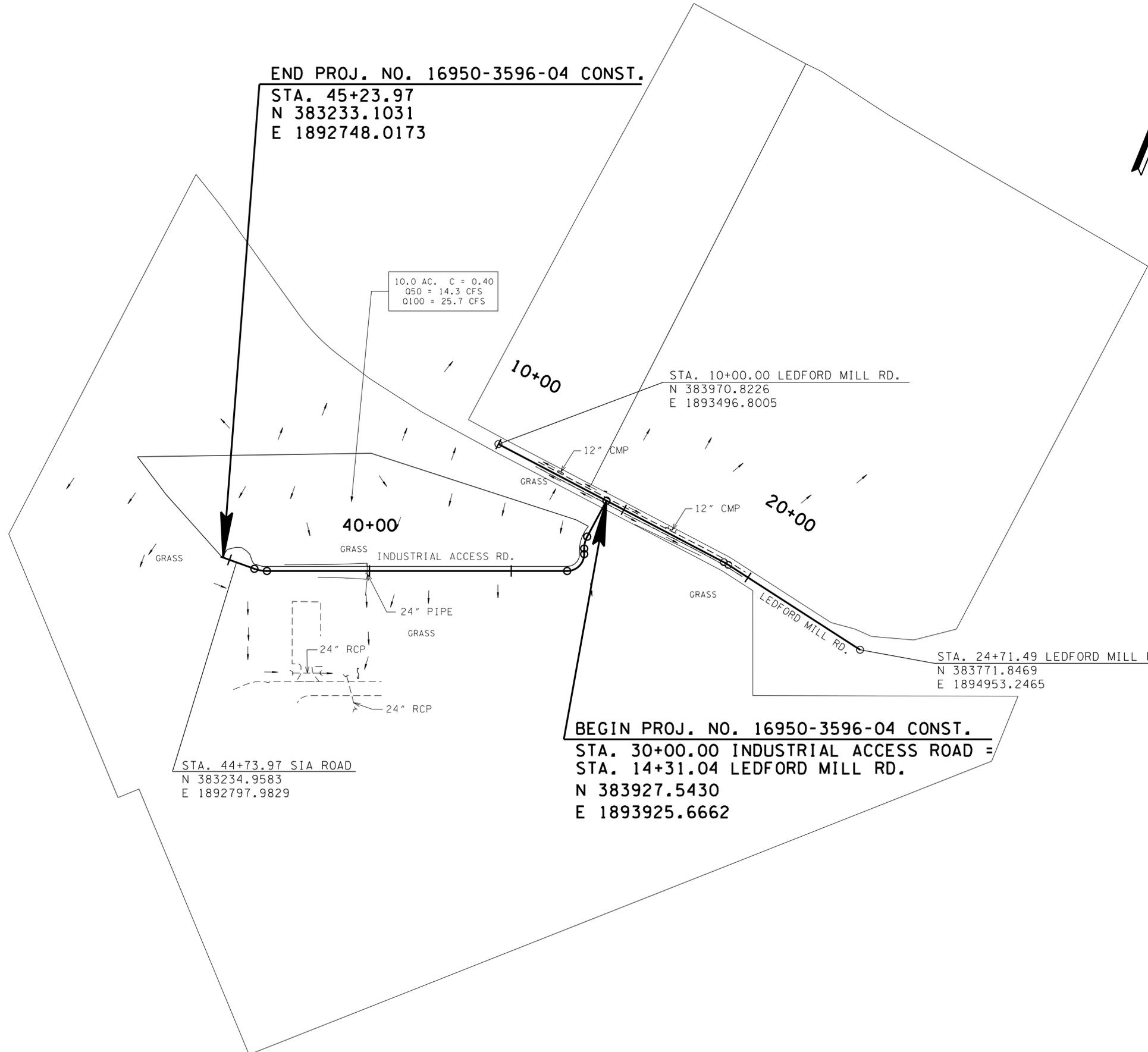
STA. 10+00.00 LEDFORD MILL RD.
 N 383970.8226
 E 1893496.8005

STA. 24+71.49 LEDFORD MILL RD.
 N 383771.8469
 E 1894953.2465

BEGIN PROJ. NO. 16950-3596-04 CONST.

STA. 30+00.00 INDUSTRIAL ACCESS ROAD =
 STA. 14+31.04 LEDFORD MILL RD.
 N 383927.5430
 E 1893925.6662

STA. 44+73.97 SIA ROAD
 N 383234.9583
 E 1892797.9829



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

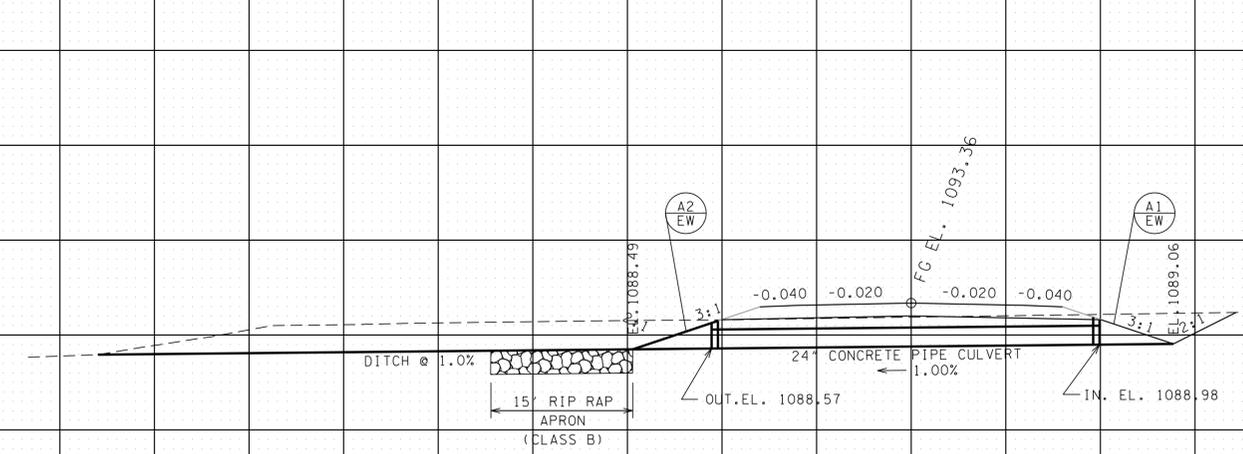
SCALE: 1"=200'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	7
CONST.	2015	16950-3596-04	7

1110
1100
1090
1080
1070
1060

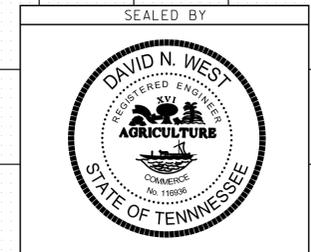
1110
1100
1090
1080
1070
1060



STA. 40+08
INDUSTRIAL ACCESS RD.
SKEW 90°00'00"
ENDWALLS REQ. : "U" ENDWALLS (2)
STD. DWG. NOS. D-PE-24A, D-PE-24B
D.A. = 10.0 AC.
Q50 = 14.3 CFS
Q100 = 25.7 CFS
W.S. ELEV. (50) = 1091.05
W.S. ELEV. (100) = 1092.69
42' OF 24" PIPE CULVERT

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100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**CULVERT
CROSS-
SECTION**

SCALE: 1"=10' HORIZ.
1"=10' VERT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	8
CONST.	2015	16950-3596-04	8

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

STREAM/WETLAND

- (1) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING, RIP-RAP PLACEMENT, MULTI-BARREL CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS, EC-STR-31 AND TEMPORARY DIVERSION CULVERTS, EC-STR-32 FOR SINGLE BARREL CULVERT CONSTRUCTION.
- (2) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED, TO THE MAXIMUM EXTENT PRACTICABLE, DURING CONSTRUCTION ACTIVITIES AT THE SITE. BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPs) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

KNOWN EXCEPTIONAL TENNESSEE WATERS

- (3) FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, AN OUTFALL IN A DRAINAGE AREA OF 5 ACRES OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT.

NPDES

- (4) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN CONTAINED IN THE APPROVED SWPPP.
- (5) THE EPSC MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.
- (6) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:
 - A. INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EPSC MEASURES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - B. NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - C. NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.

- D. NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
- (7) PERMANENT EPSC MEASURES SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.
- (8) STEEP SLOPES (A NATURAL OR CREATED SLOPE OF 35% GRADE (2.8H:1V) OR GREATER REGARDLESS OF HEIGHT) SHALL BE TEMPORARILY STABILIZED NO LATER THAN 7 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED.
- (9) FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION SUPPORT ACTIVITIES; TDOT PROJECTS ARE COVERED UNDER THE "WASTE AND BORROW" MANUAL PER THE SSWMP.
- (10) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES**

10+00

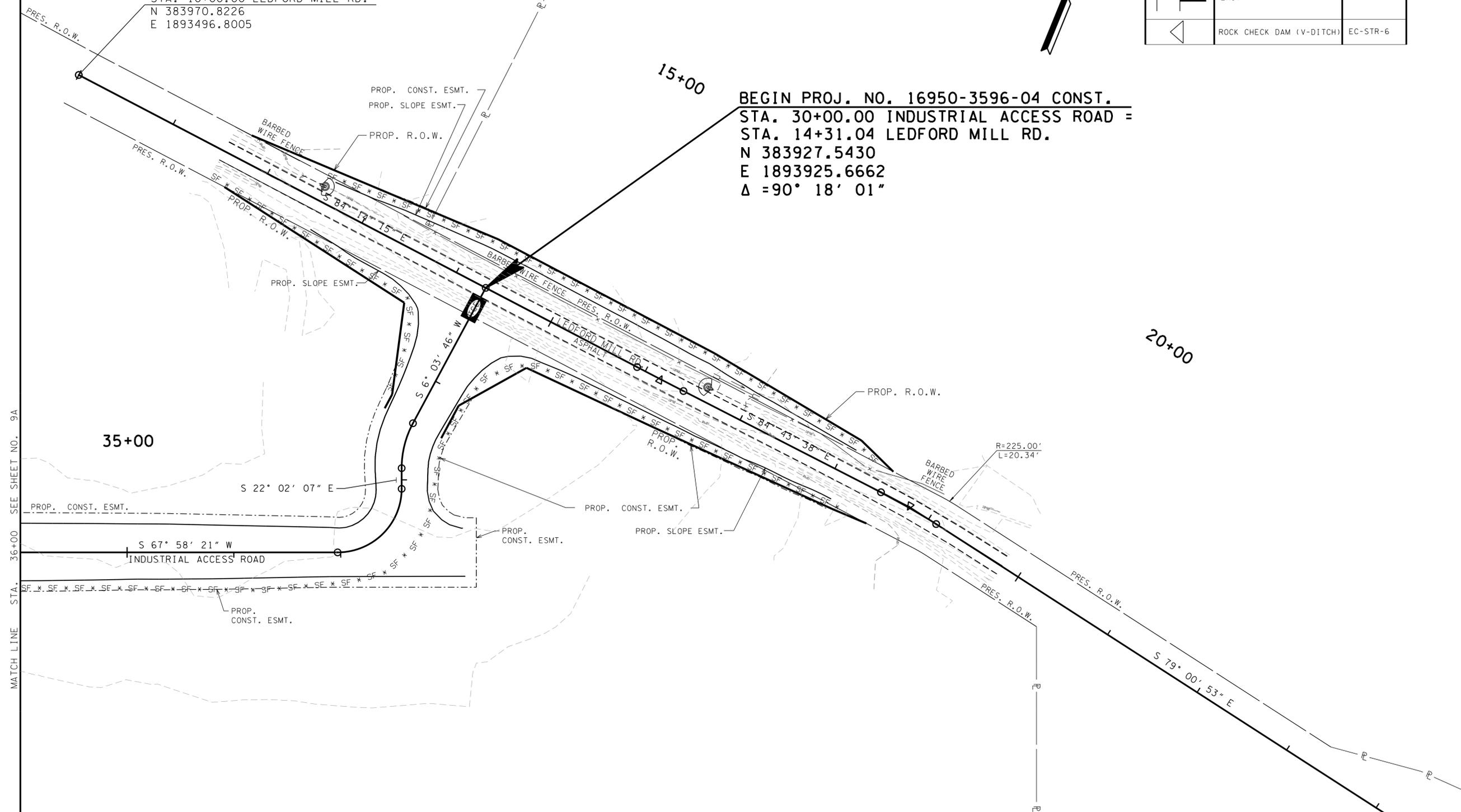
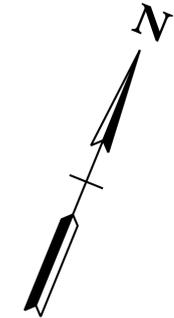
STA. 10+00.00 LEDFORD MILL RD.
N 383970.8226
E 1893496.8005

15+00

BEGIN PROJ. NO. 16950-3596-04 CONST.
STA. 30+00.00 INDUSTRIAL ACCESS ROAD =
STA. 14+31.04 LEDFORD MILL RD.
N 383927.5430
E 1893925.6662
 $\Delta = 90^\circ 18' 01''$

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	ROCK CHECK DAM (V-DITCH)	EC-STR-6

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	9
CONST.	2015	16950-3596-04	9



35+00

20+00

MATCH LINE STA. 36+00 SEE SHEET NO. 9A

S 67° 58' 21" W
INDUSTRIAL ACCESS ROAD

S 22° 02' 07" E

S 6° 03' 46" W

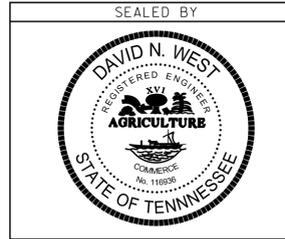
S 84° 43' 38" E

R=225.00'
L=20.34'

S 79° 00' 53" E

STA. 24+71.49 LEDFORD MILL RD.
N 383771.8469
E 1894953.2465

TEMPORARY CONSTRUCTION EXITS SHOWN
ARE TO BE FIELD LOCATED AND ADJUSTED
AS NECESSARY BY THE ENGINEER.

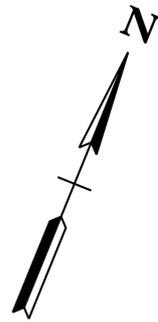


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**EROSION AND SEDIMENT CONTROL PLAN
STAGE 1**

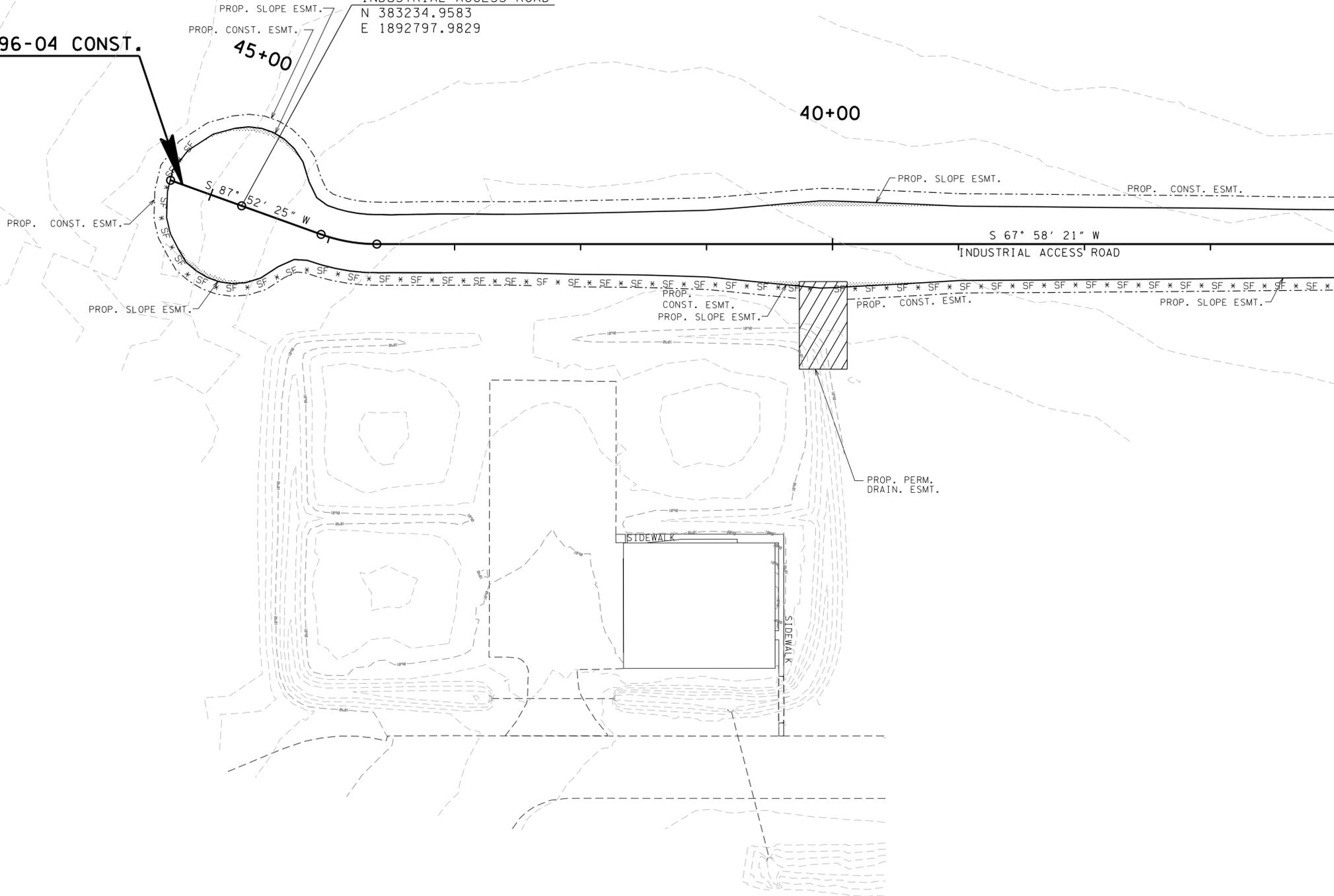
STA. 30+00 TO STA. 36+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	9A
CONST.	2015	16950-3596-04	9A



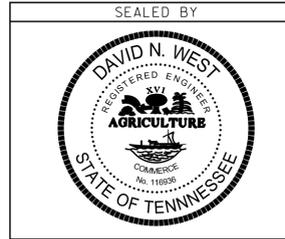
END PROJ. NO. 16950-3596-04 CONST.
 STA. 45+23.97
 N 383233.1031
 E 1892748.0173

STA. 44+73.97
 INDUSTRIAL ACCESS ROAD
 N 383234.9583
 E 1892797.9829



SEE SHEET NO. 9
 STA. 36+00
 MATCH LINE

7/9/2015
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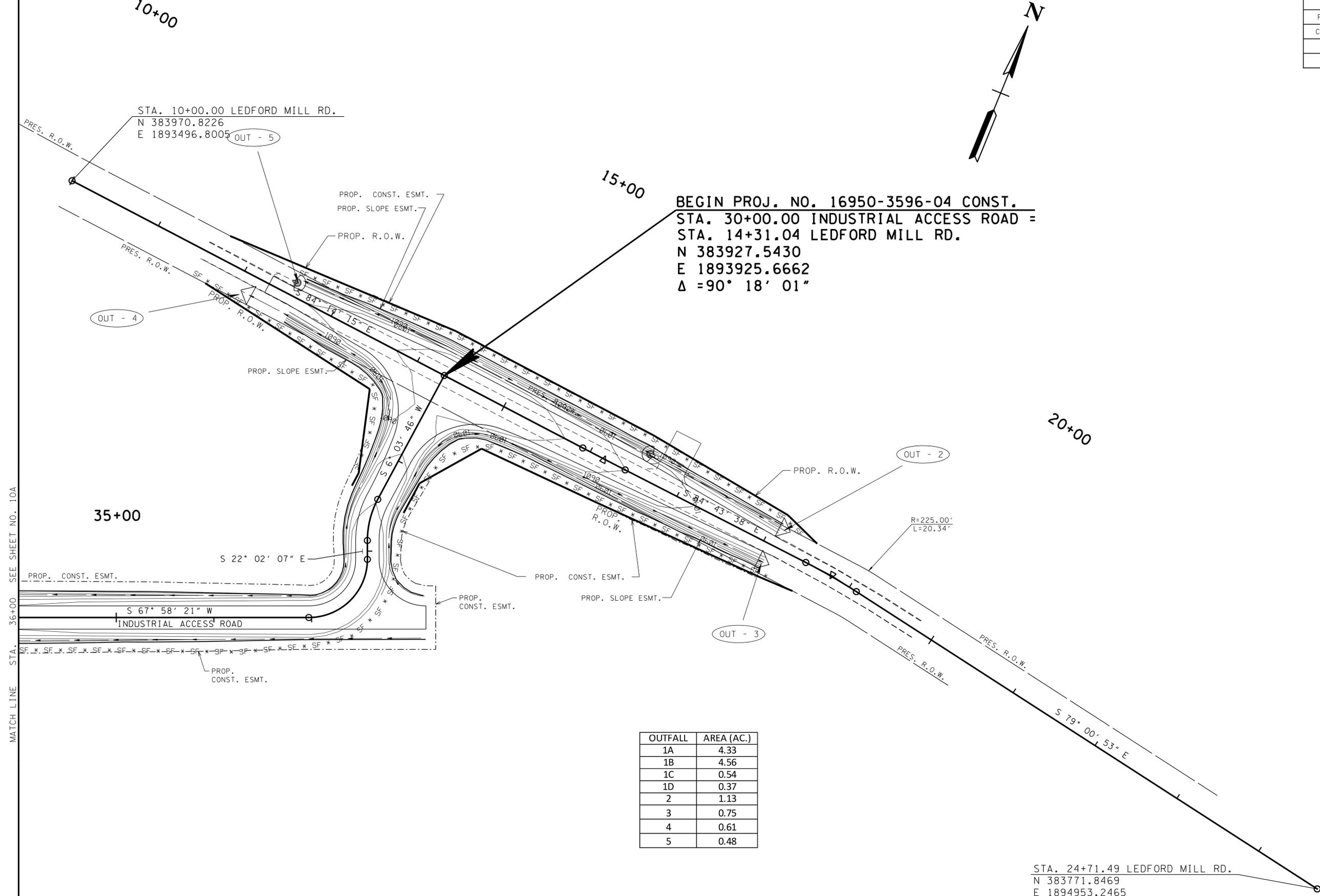
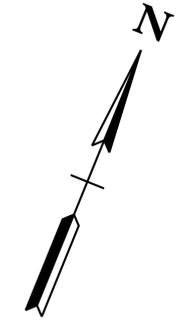


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**EROSION AND
 SEDIMENT
 CONTROL PLAN
 STAGE 1**

STA. 36+00 TO STA. 45+24
 SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	10
CONST.	2015	16950-3596-04	10



BEGIN PROJ. NO. 16950-3596-04 CONST.
 STA. 30+00.00 INDUSTRIAL ACCESS ROAD =
 STA. 14+31.04 LEDFORD MILL RD.
 N 383927.5430
 E 1893925.6662
 $\Delta = 90^\circ 18' 01''$

OUTFALL	AREA (AC.)
1A	4.33
1B	4.56
1C	0.54
1D	0.37
2	1.13
3	0.75
4	0.61
5	0.48

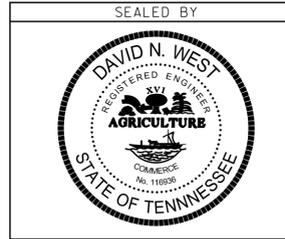
NOTE: CHECK DAM SPACING
 SHALL BE AS PER TDOT
 STANDARD DRAWING EC-STR-6

NOTE:
 PHASE I EPSC MEASURES SHALL
 REMAIN IN PLACE UNTIL SUCH
 TIME AS PHASE II CONDITIONS
 ARE APPROPRIATE FOR MODIFICATION
 OF EPSC MEASURES.

STA. 24+71.49 LEDFORD MILL RD.
 N 383771.8469
 E 1894953.2465

MATCH LINE STA. 36+00 SEE SHEET NO. 10A

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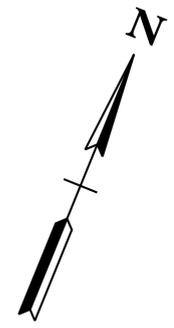


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

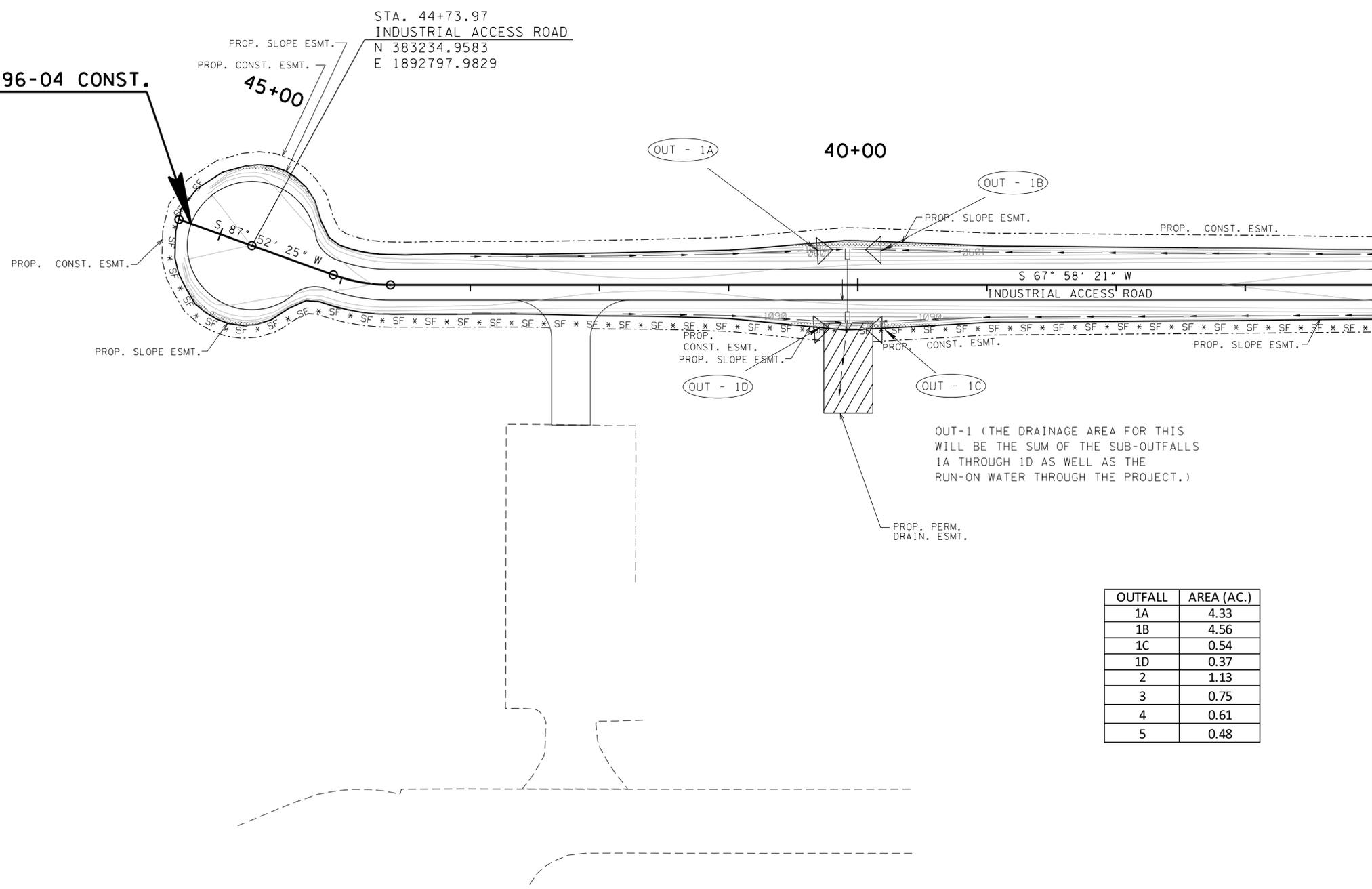
**EROSION AND
 SEDIMENT
 CONTROL PLAN
 STAGE 2**

STA. 30+00 TO STA. 36+00
 SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	10A
CONST.	2015	16950-3596-04	10A



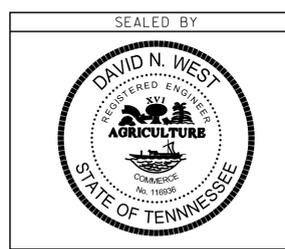
END PROJ. NO. 16950-3596-04 CONST.
 STA. 45+23.97
 N 383233.1031
 E 1892748.0173



OUTFALL	AREA (AC.)
1A	4.33
1B	4.56
1C	0.54
1D	0.37
2	1.13
3	0.75
4	0.61
5	0.48

NOTE: CHECK DAM SPACING SHALL BE AS PER TDOT STANDARD DRAWING EC-STR-6

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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**EROSION AND SEDIMENT CONTROL PLAN
 STAGE 2**

STA. 36+00 TO STA. 45+24
 SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	11

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:
1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:
 - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
 2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3.5 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:
 - a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES. SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

- B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:
1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

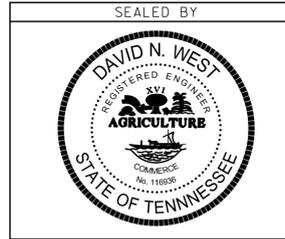
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

- C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.



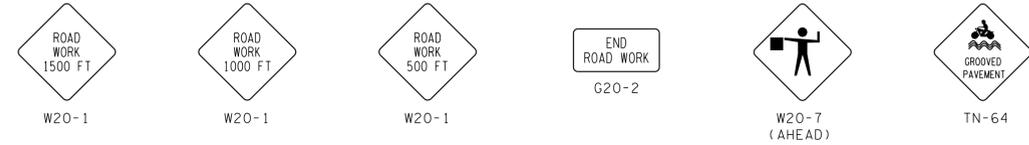
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF
TRAFFIC CONTROL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	11 A

CONSTRUCTION SEQUENCE – PHASE I

1. TRAFFIC ON LEDFORD MILL ROAD IS TO BE MAINTAINED ON EXISTING TRAVEL LANES AT ALL TIMES.
2. INSTALL NECESSARY TRAFFIC CONTROL DEVICES AS SHOWN ON TRAFFIC CONTROL PLANS.
3. CONSTRUCT WIDENING OF LEDFORD MILL RD. AND INDUSTRIAL ACCCESS ROAD THROUGH BINDER LAYER ALONG WITH ALL REQUIRED GRADING AND DRAINAGE.



CONSTRUCTION SEQUENCE – PHASE II

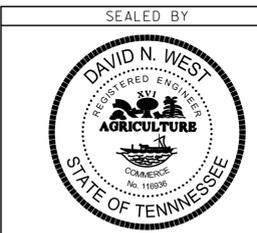
1. INSTALL NECESSARY TRAFFIC CONTROL DEVICES.
2. MILL EXISTING PAVEMENT ON LEDFORD MILL RD. UNDER TRAFFIC

CONSTRUCTION SEQUENCE – PHASE III

1. INSTALL NECESSARY TRAFFIC CONTROL DEVICES.
2. COMPLETE FINAL PAVING AND PAVEMENT MARKING ON LEDFORD MILL RD. AND INDUSTRIAL ACCCESS ROAD WHILE MAINTAINING AT LEAST ONE LANE OF TRAFFIC ON LEDFORD MILL RD. IN EACH DIRECTION AT ALL TIMES.

TRAFFIC CONTROL QUANTITIES

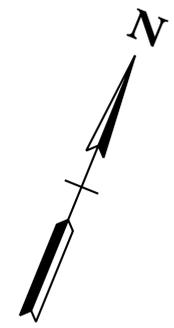
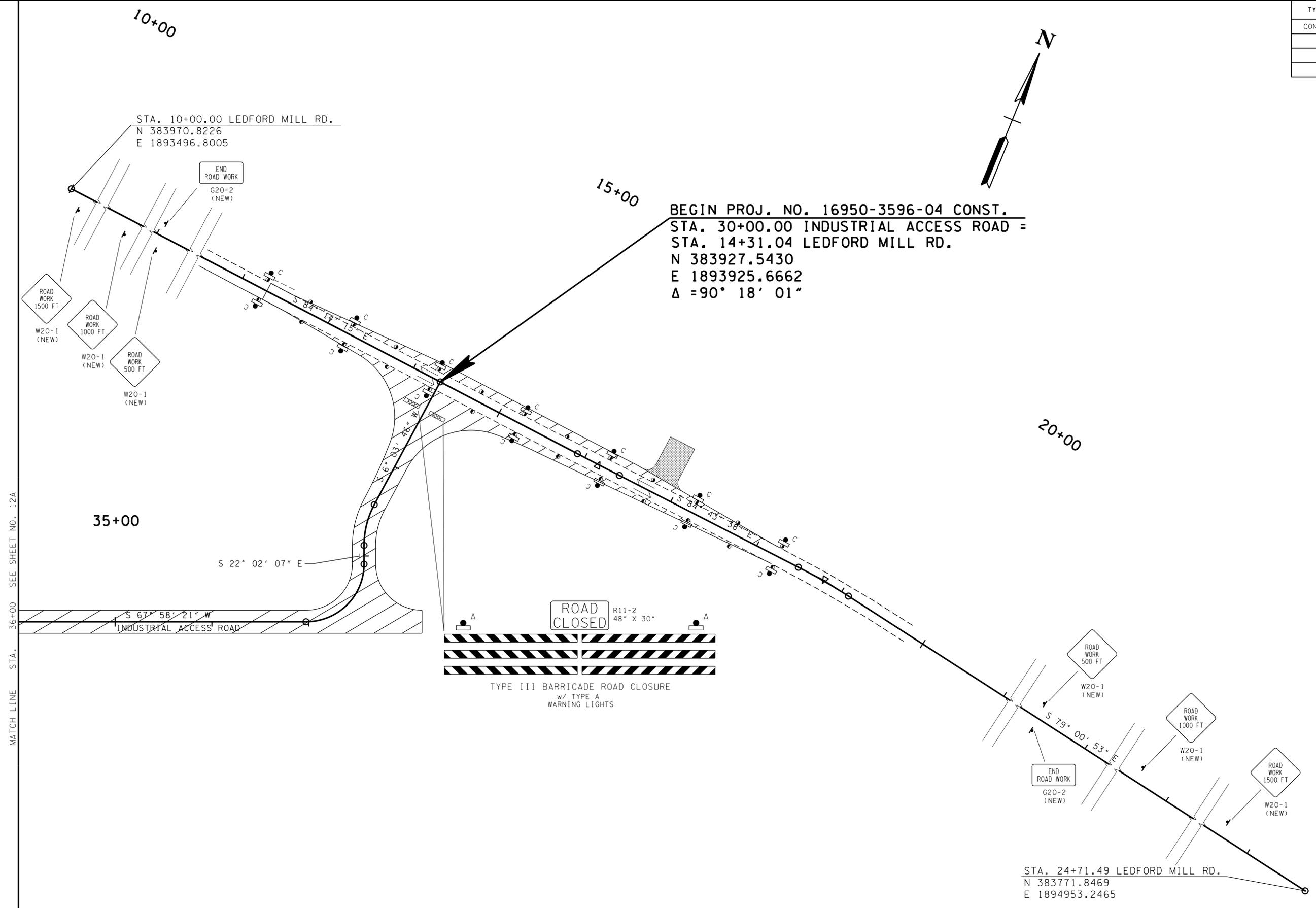
ITEM NO.	DESCRIPTION	UNIT	PHASE I	PHASE II	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	26	26	26				
712-05.01	WARNING LIGHTS (TYPE A)	EACH	2	4					
712-05.03	WARNING LIGHTS (TYPE C)	EACH	14	14	14				
712-06	SIGNS (CONSTRUCTION)	EACH	2	2	2	9	36" x 18"	G20-2	END ROAD WORK
		EACH	2	2	2	18	36" x 36"	W20-1	ROAD WORK 1500 FT.
		EACH	2	2	2	18	36" x 36"	W20-1	ROAD WORK 1000 FT.
		EACH	2	2	2	18	36" x 36"	W20-1	ROAD WORK A500 FT.
		EACH	2	2	2	18	36" x 36"	W20-7	FLAGGER
		EACH		2	2	18	36" x 36"	TN-64	GROOVED PAVEMENT
		EACH	1	2	2	18	48" x 30"	R11-2	ROAD CLOSED
TOTAL						117			



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

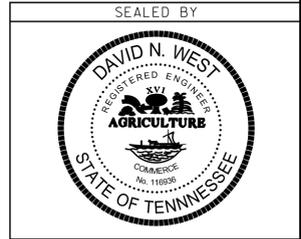
TRAFFIC CONTROL
SIGNING &
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	12



MATCH LINE STA. 36+00 SEE SHEET NO. 12A

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

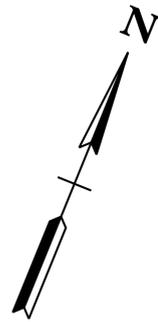
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLAN
PHASE I**

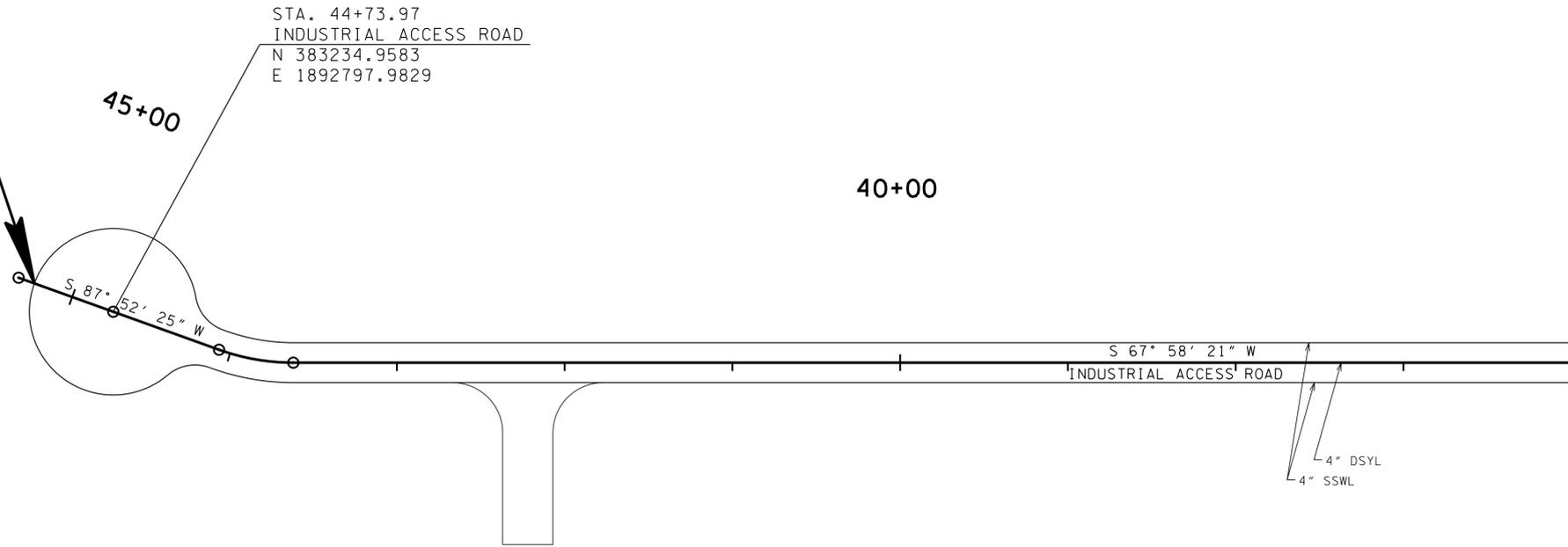
STA. 30+00 TO STA. 36+00

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	16950-3596-04	13A

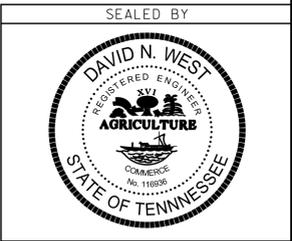


END PROJ. NO. 16950-3596-04 CONST.
 STA. 45+23.97
 N 383233.1031
 E 1892748.0173



MATCH LINE STA. 36+00 SEE SHEET NO. 12

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

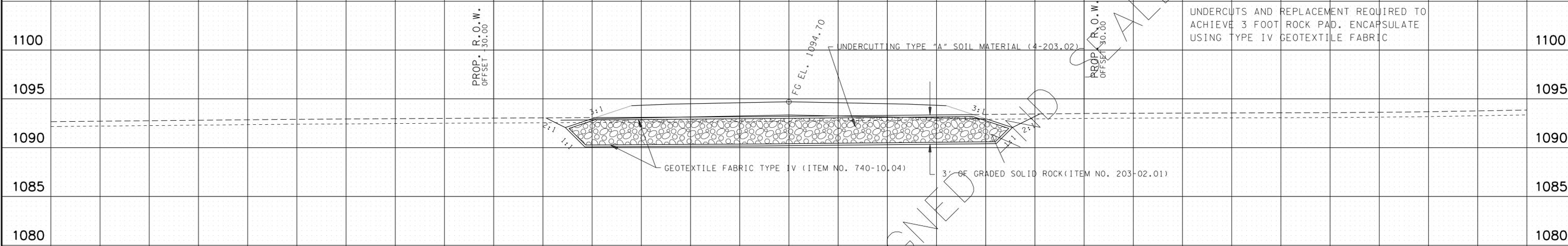
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLAN
 PHASE II**

STA. 36+00 TO STA. 45+24

SCALE: 1" = 50'

REPRESENTATIVE STATION 30+48.32 TO STATION 45+33.99



NOTE:
UNDERCUTS AND REPLACEMENT REQUIRED TO ACHIEVE 3 FOOT ROCK PAD. ENCAPSULATE USING TYPE IV GEOTEXTILE FABRIC

4-203.02

A. SOIL MATERIAL
SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

GRADED SOLID ROCK (ITEM NO. 203-02.01)

ITEM NO. 203-02.01 GRADED SOLID ROCK
BORROW EXCAVATION (GRADED SOLID ROCK) SHALL CONSIST OF THE REMOVAL AND SATISFACTORY PLACEMENT OF SOUND, NON-DEGRADABLE ROCK WITH A MAXIMUM SIZE OF 3 FT. (1 M) . AT LEAST 50 PERCENT OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1 FT. (30 CM) AND 3 FT. (1 M) IN DIAMETER AND NO GREATER THAN 10 PERCENT SHALL BE LESS THAN 2 IN. (50 MM) IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL IN SHAPE. THIN, SLABBY MATERIAL WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL SCREENING PROCESS THAT PRODUCES THE REQUIRED GRADATION. WHEN THE MATERIAL IS SUBJECTED TO FIVE ALTERATIONS OF THE SODIUM SULFATE SOUNDNESS TEST (AASHTO T 104), THE WEIGHTED PERCENTAGE OF LOSS SHALL BE NOT MORE THAN 12. THE MATERIAL SHALL BE APPROVED BY THE ENGINEER BEFORE USE.

34+00

SEALED BY

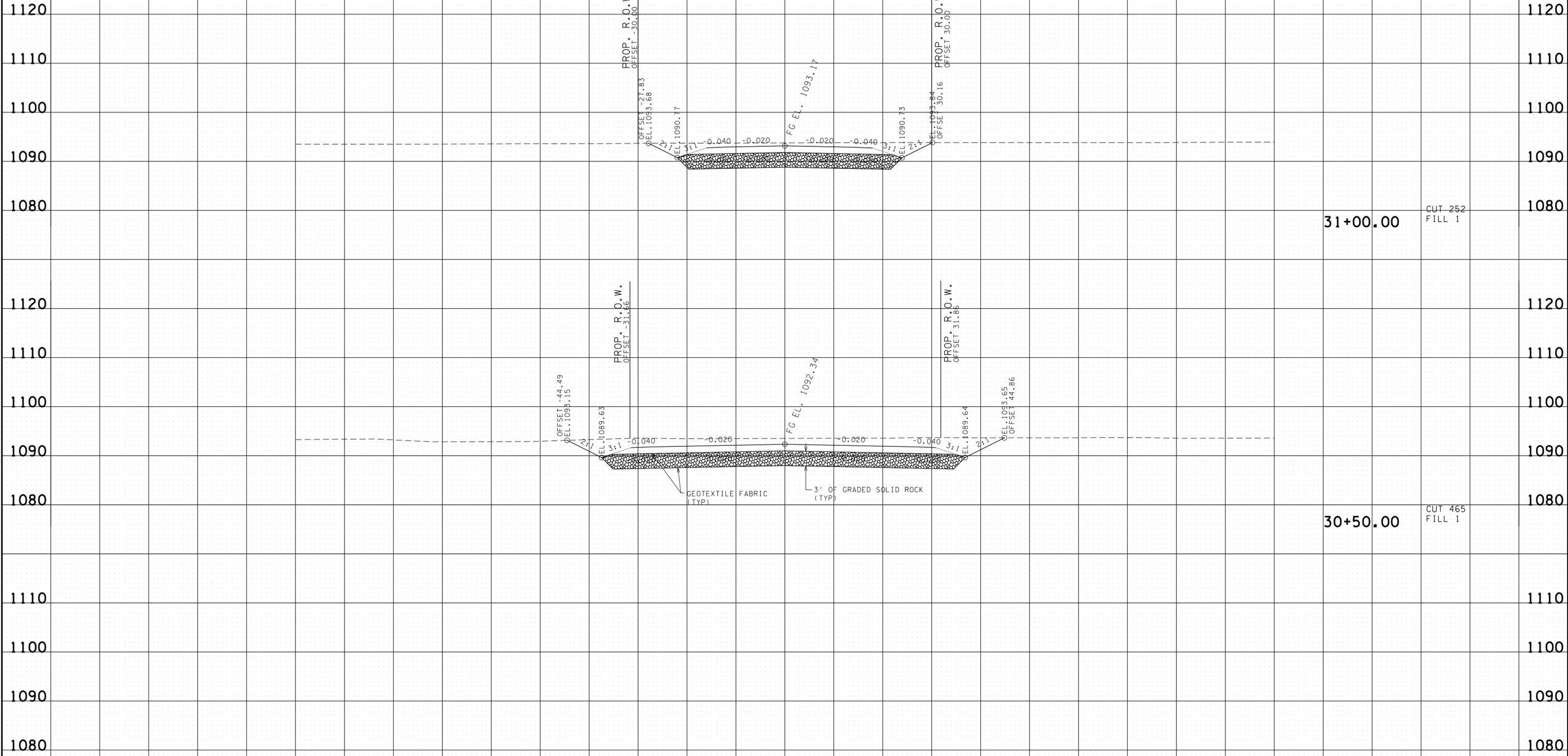
SOILS
SIA
INDUSTRIAL ACCESS ROAD
COFFEE COUNTY

VOID / SEE PDF

SEALED BY ROBERT JOWERS

SIGNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	20
CONST.	2015	16950-3596-04	20



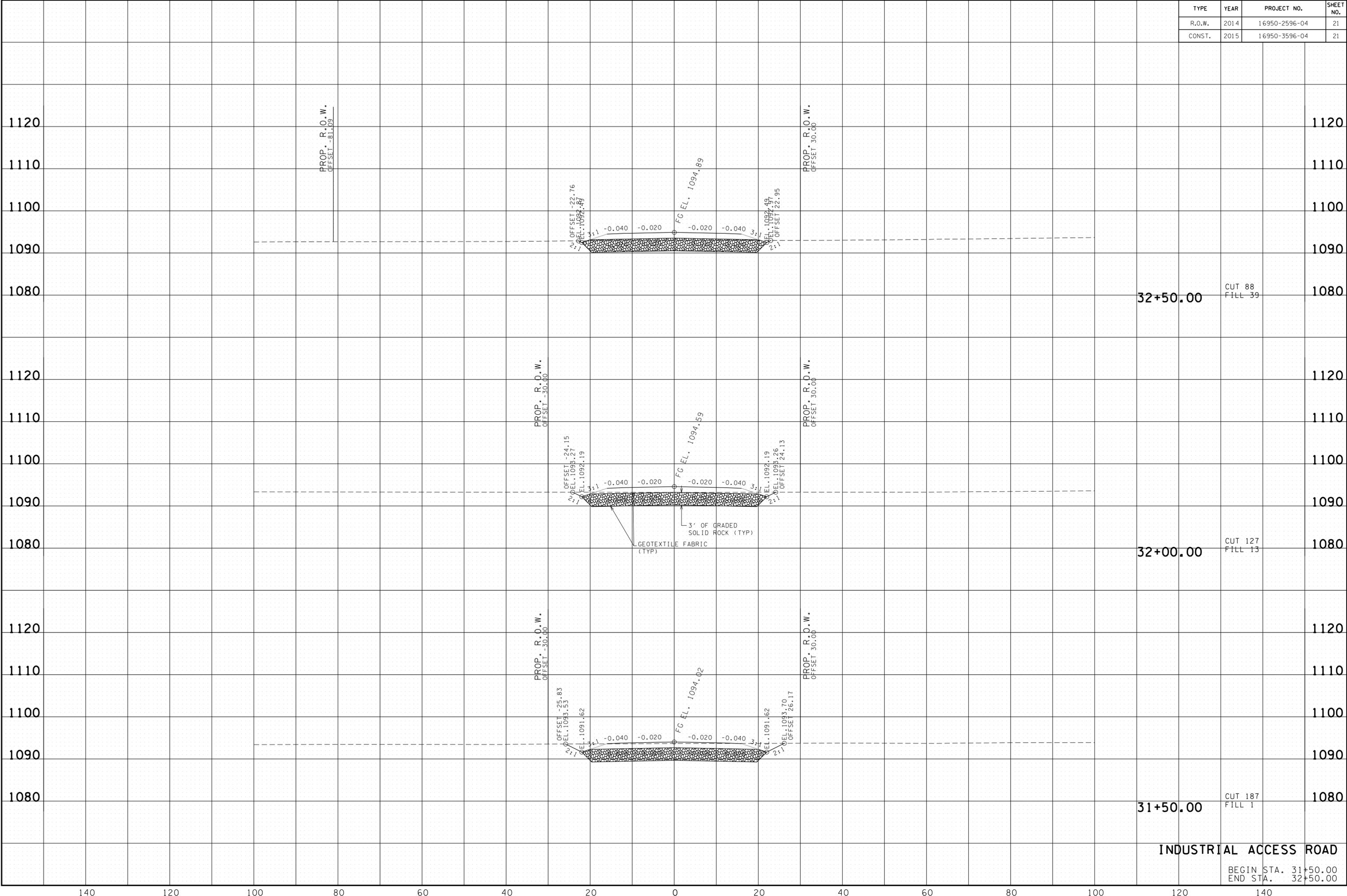
31+00.00 CUT 252 FILL 1

30+50.00 CUT 465 FILL 1

INDUSTRIAL ACCESS ROAD

BEGIN STA. 30+00.00
END STA. 31+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	21
CONST.	2015	16950-3596-04	21



PROP. R.O.W.
OFFSET -81.09

OFFSET -22.76
EL. 1092.49
3:1
-0.040
-0.020
FG EL. 1094.89
-0.020
-0.040
3:1
EL. 1092.49
OFFSET 22.95

PROP. R.O.W.
OFFSET 30.00

32+50.00

CUT 88
FILL 39

PROP. R.O.W.
OFFSET -30.00

OFFSET -24.15
EL. 1093.27
3:1
-0.040
-0.020
FG EL. 1094.59
-0.020
-0.040
3:1
EL. 1093.26
OFFSET 24.13

PROP. R.O.W.
OFFSET 30.00

32+00.00

CUT 127
FILL 13

PROP. R.O.W.
OFFSET -30.00

OFFSET -25.83
EL. 1093.53
3:1
-0.040
-0.020
FG EL. 1094.02
-0.020
-0.040
3:1
EL. 1093.70
OFFSET 26.17

PROP. R.O.W.
OFFSET 30.00

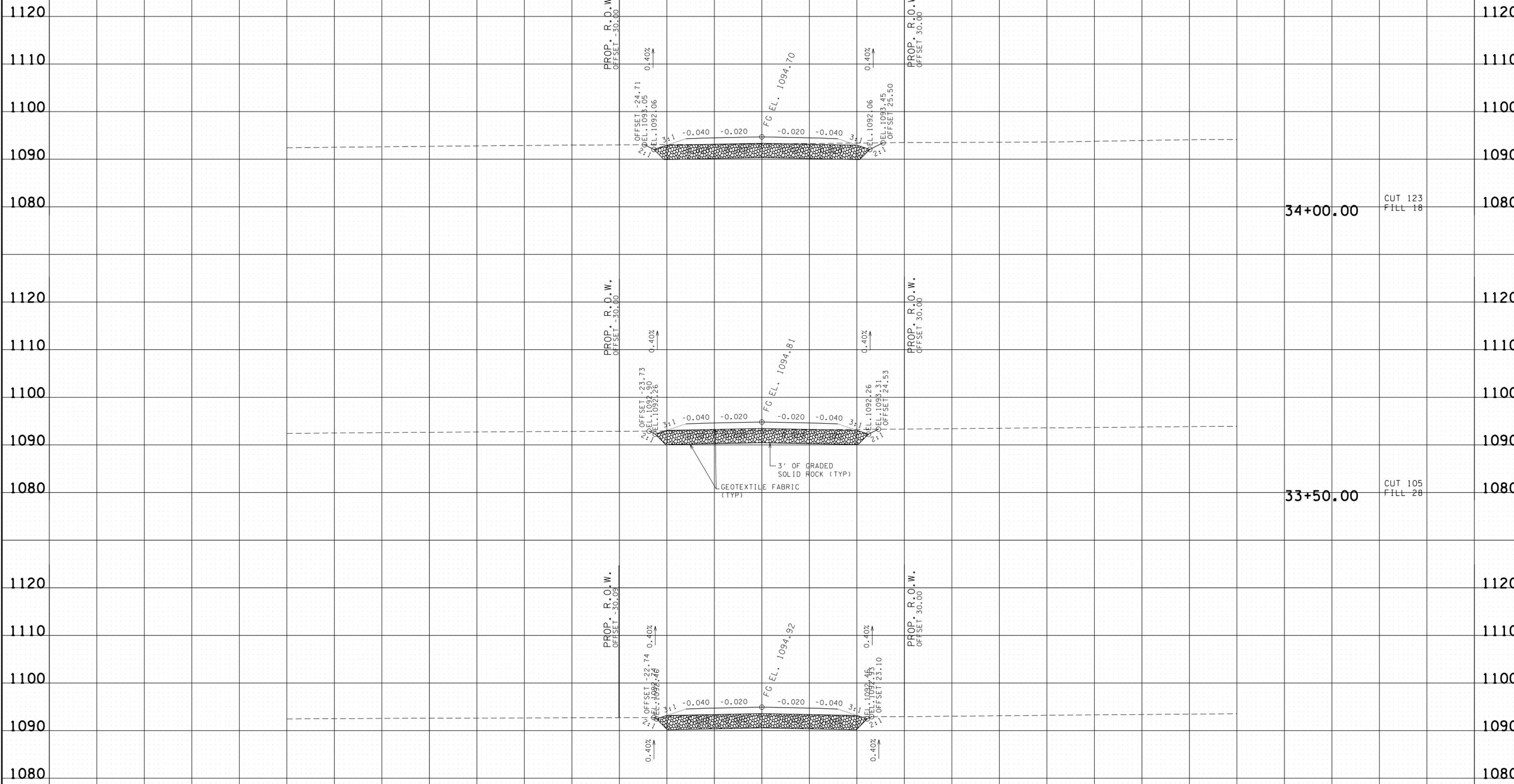
31+50.00

CUT 187
FILL 1

INDUSTRIAL ACCESS ROAD

BEGIN STA. 31+50.00
END STA. 32+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	22
CONST.	2015	16950-3596-04	22



34+00.00
CUT 123
FILL 18

33+50.00
CUT 105
FILL 28

33+00.00
CUT 87
FILL 41

PROP. R.O.W.
OFFSET -30.00

PROP. R.O.W.
OFFSET -30.00

PROP. R.O.W.
OFFSET -30.00

PROP. R.O.W.
OFFSET 30.00

PROP. R.O.W.
OFFSET 30.00

PROP. R.O.W.
OFFSET 30.00

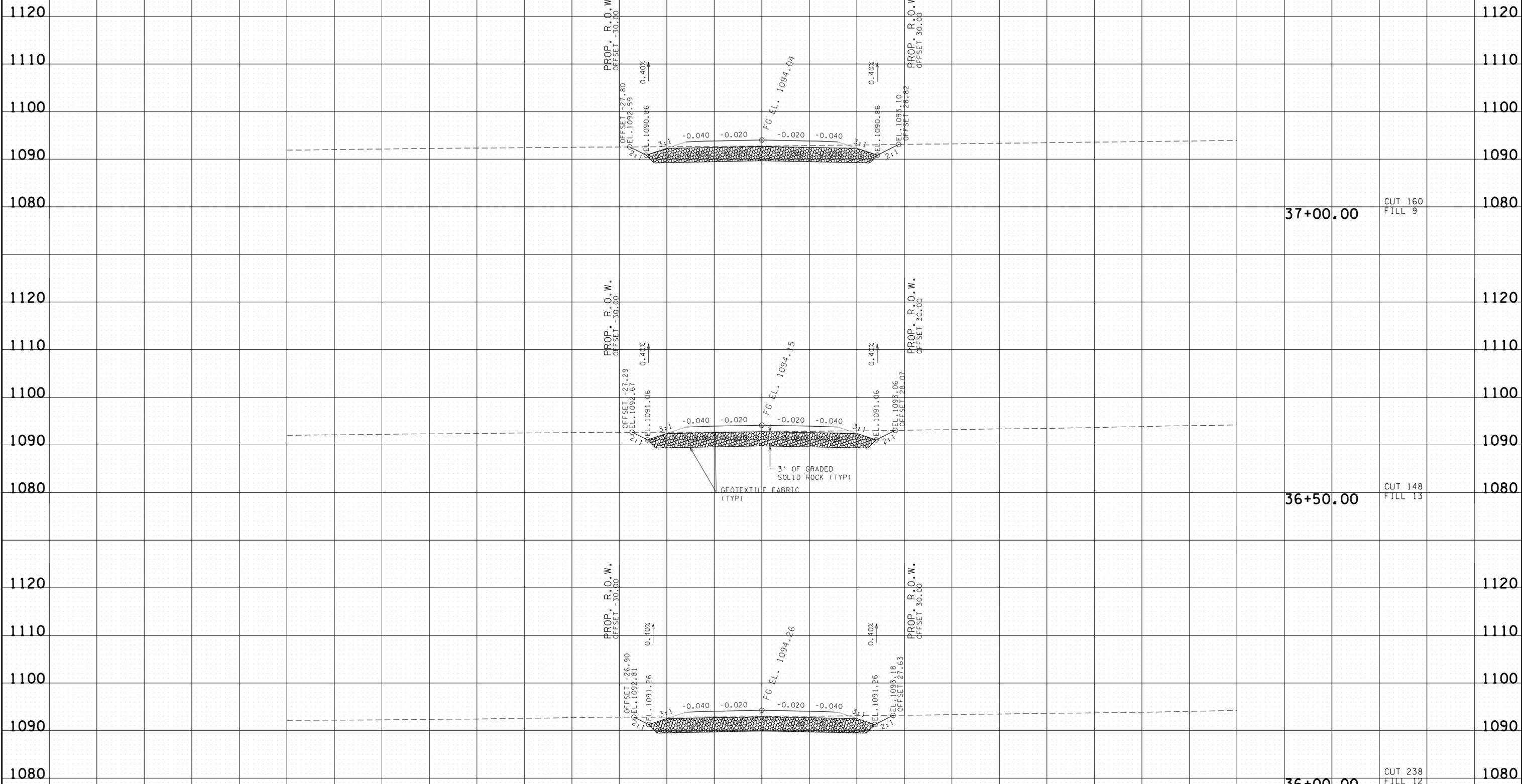
BEGIN SPECIAL DITCH
STA 32+79.91
EL. 1092.54

BEGIN SPECIAL DITCH
STA 32+79.91
EL. 1092.54

INDUSTRIAL ACCESS ROAD

BEGIN STA. 33+00.00
END STA. 34+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	24
CONST.	2015	16950-3596-04	24



37+00.00 CUT 160
FILL 9

36+50.00 CUT 148
FILL 13

36+00.00 CUT 238
FILL 12

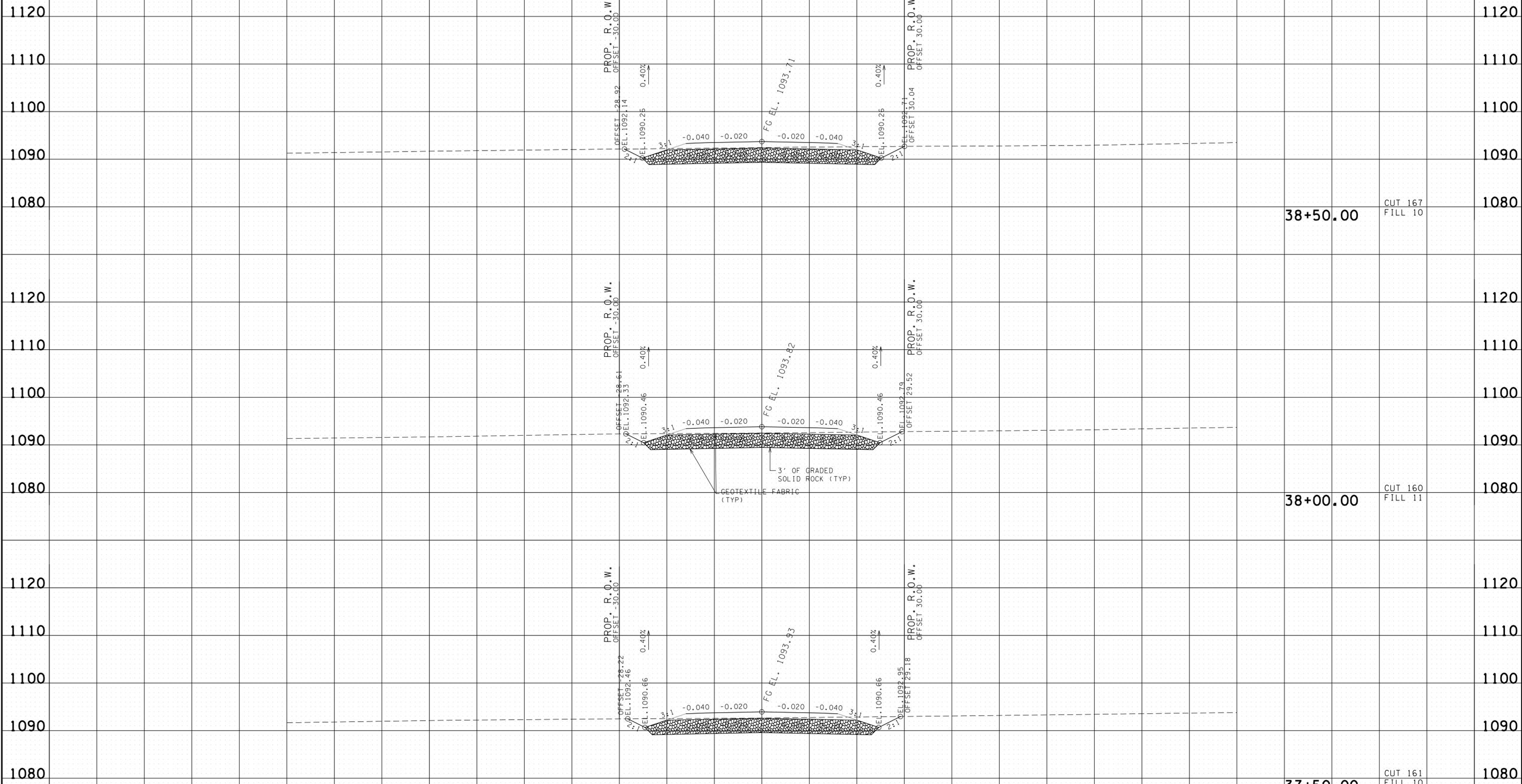
INDUSTRIAL ACCESS ROAD

BEGIN STA. 36+00.00
END STA. 37+00.00

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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	25
CONST.	2015	16950-3596-04	25



38+50.00 CUT 167 FILL 10

38+00.00 CUT 160 FILL 11

37+50.00 CUT 161 FILL 10

INDUSTRIAL ACCESS ROAD

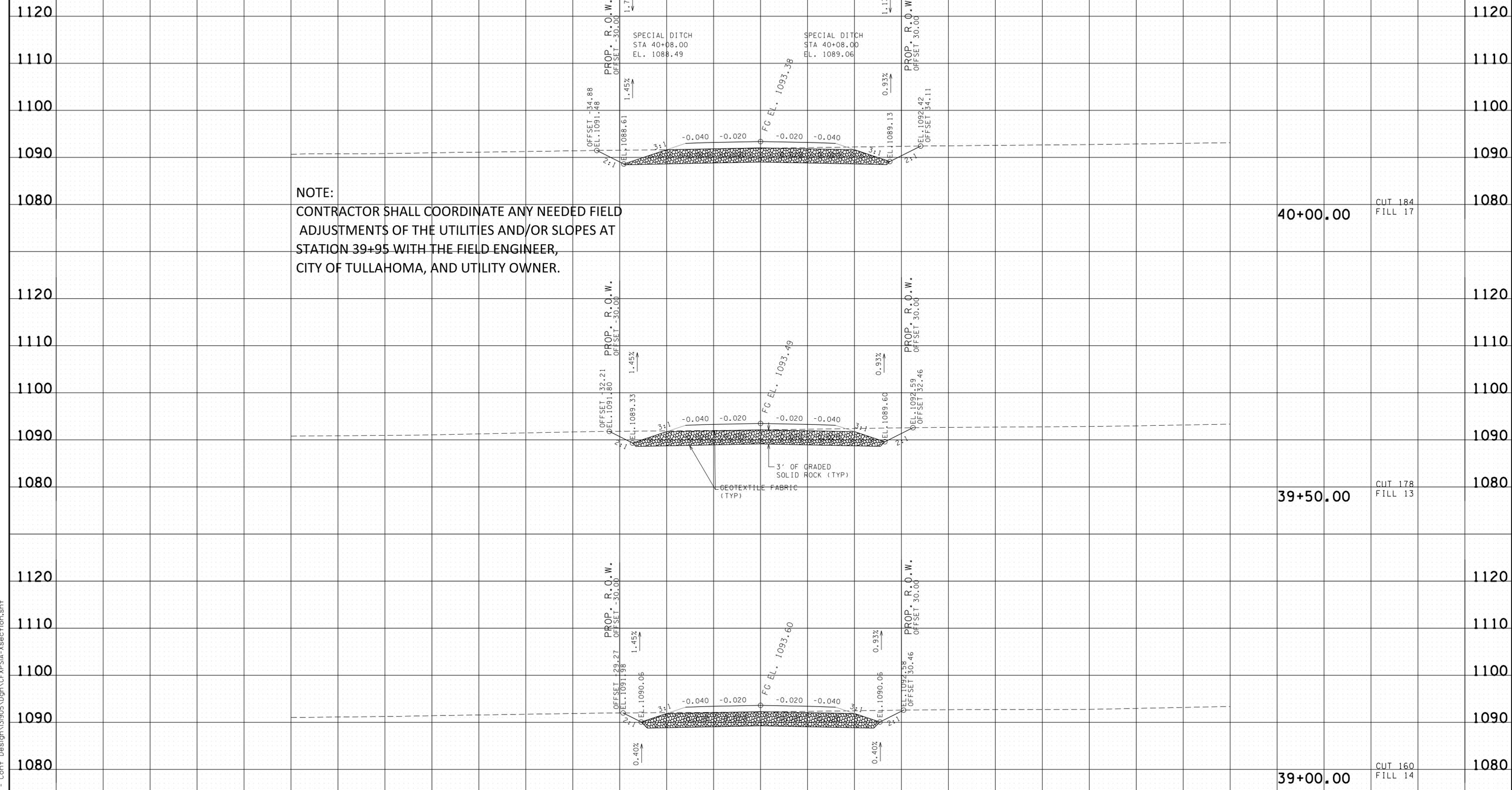
BEGIN STA. 37+50.00
END STA. 38+50.00

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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	26
CONST.	2015	16950-3596-04	26

NOTE:
 CONTRACTOR SHALL COORDINATE ANY NEEDED FIELD
 ADJUSTMENTS OF THE UTILITIES AND/OR SLOPES AT
 STATION 39+95 WITH THE FIELD ENGINEER,
 CITY OF TULLAHOMA, AND UTILITY OWNER.



40+00.00

CUT 184
FILL 17

39+50.00

CUT 178
FILL 13

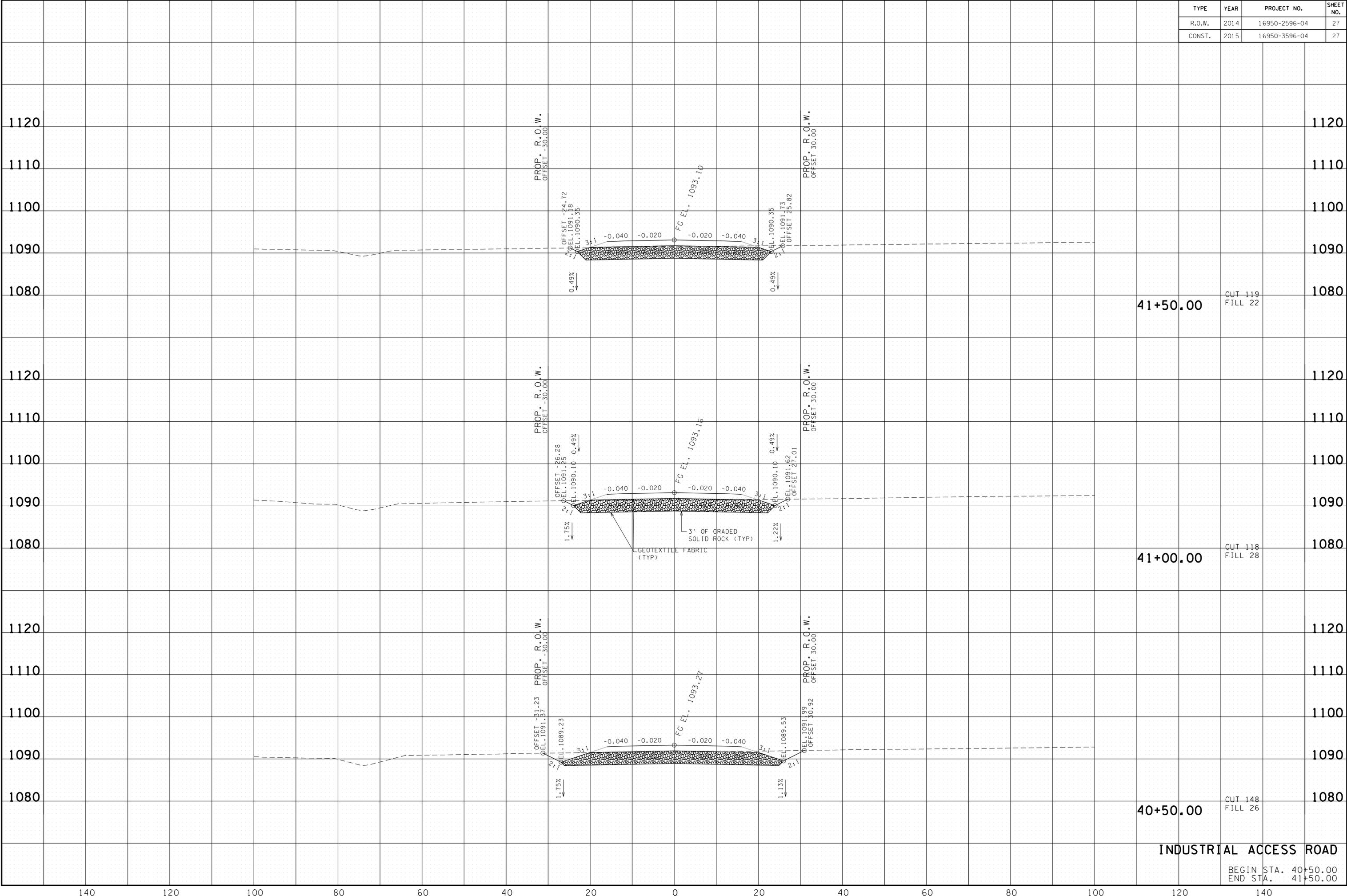
39+00.00

CUT 160
FILL 14

INDUSTRIAL ACCESS ROAD

BEGIN STA. 39+00.00
 END STA. 40+00.00

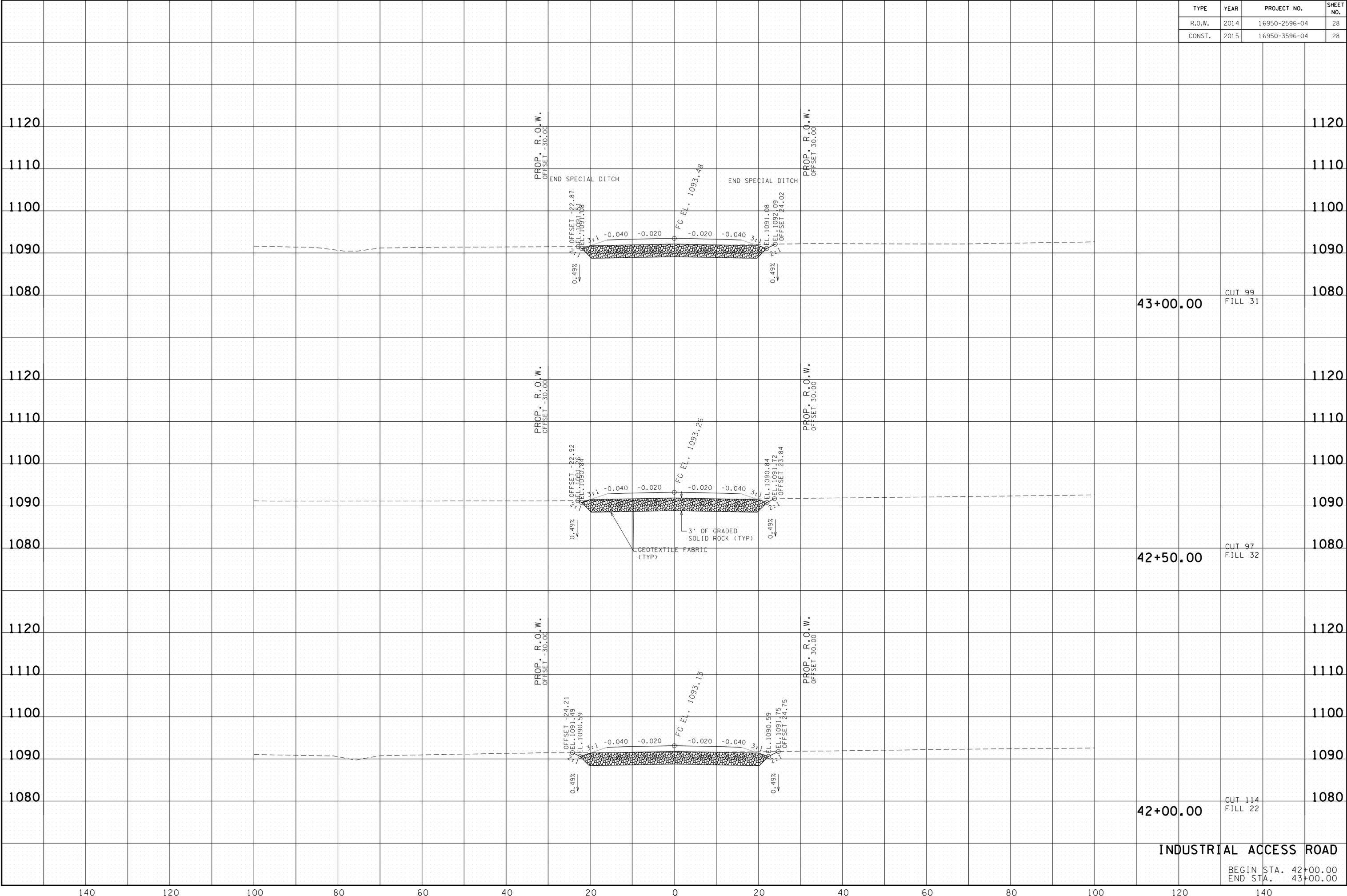
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	27
CONST.	2015	16950-3596-04	27



INDUSTRIAL ACCESS ROAD

BEGIN STA. 40+50.00
END STA. 41+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	28
CONST.	2015	16950-3596-04	28



43+00.00
CUT 99
FILL 31

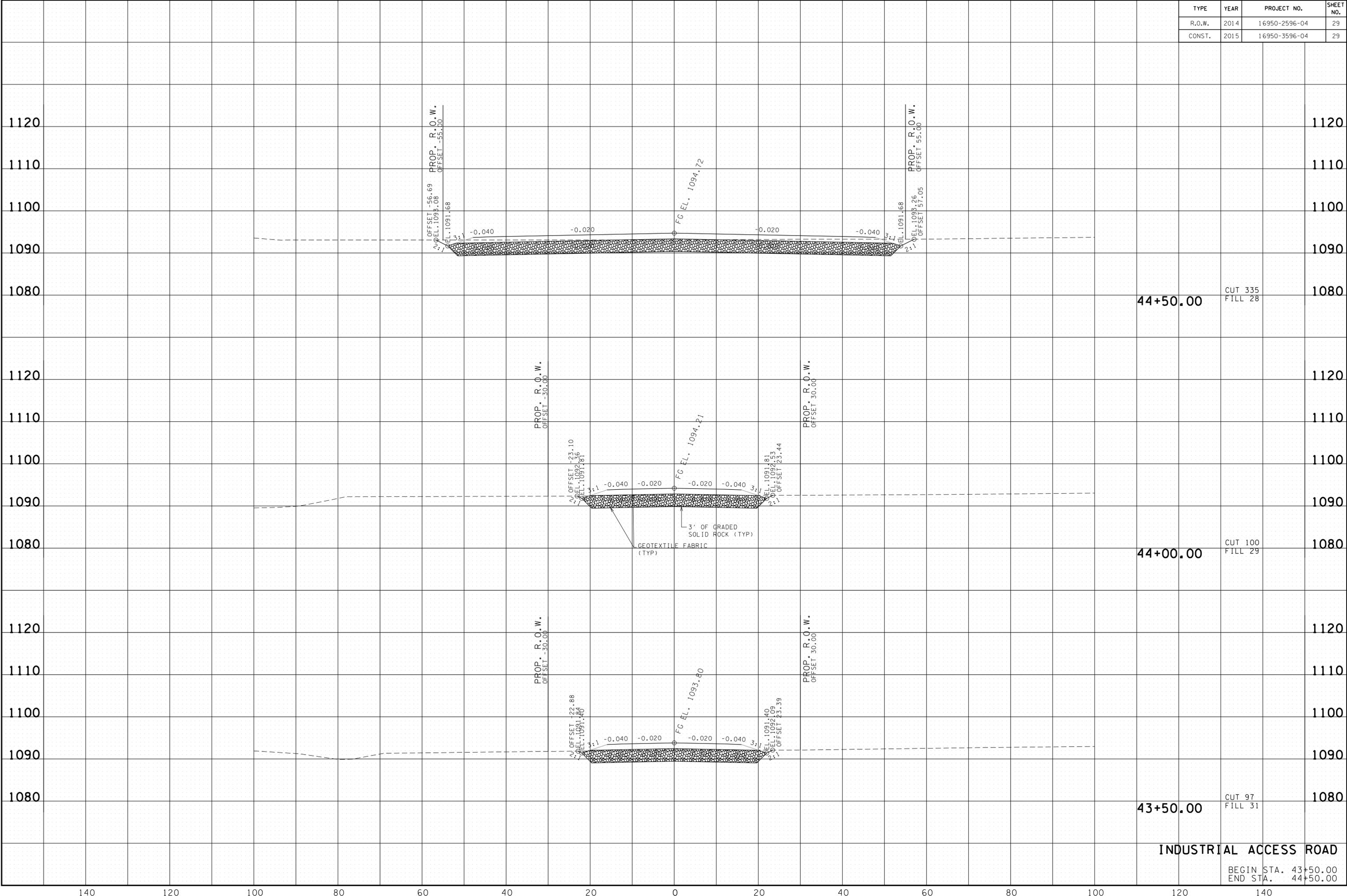
42+50.00
CUT 97
FILL 32

42+00.00
CUT 114
FILL 22

INDUSTRIAL ACCESS ROAD

BEGIN STA. 42+00.00
END STA. 43+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	29
CONST.	2015	16950-3596-04	29

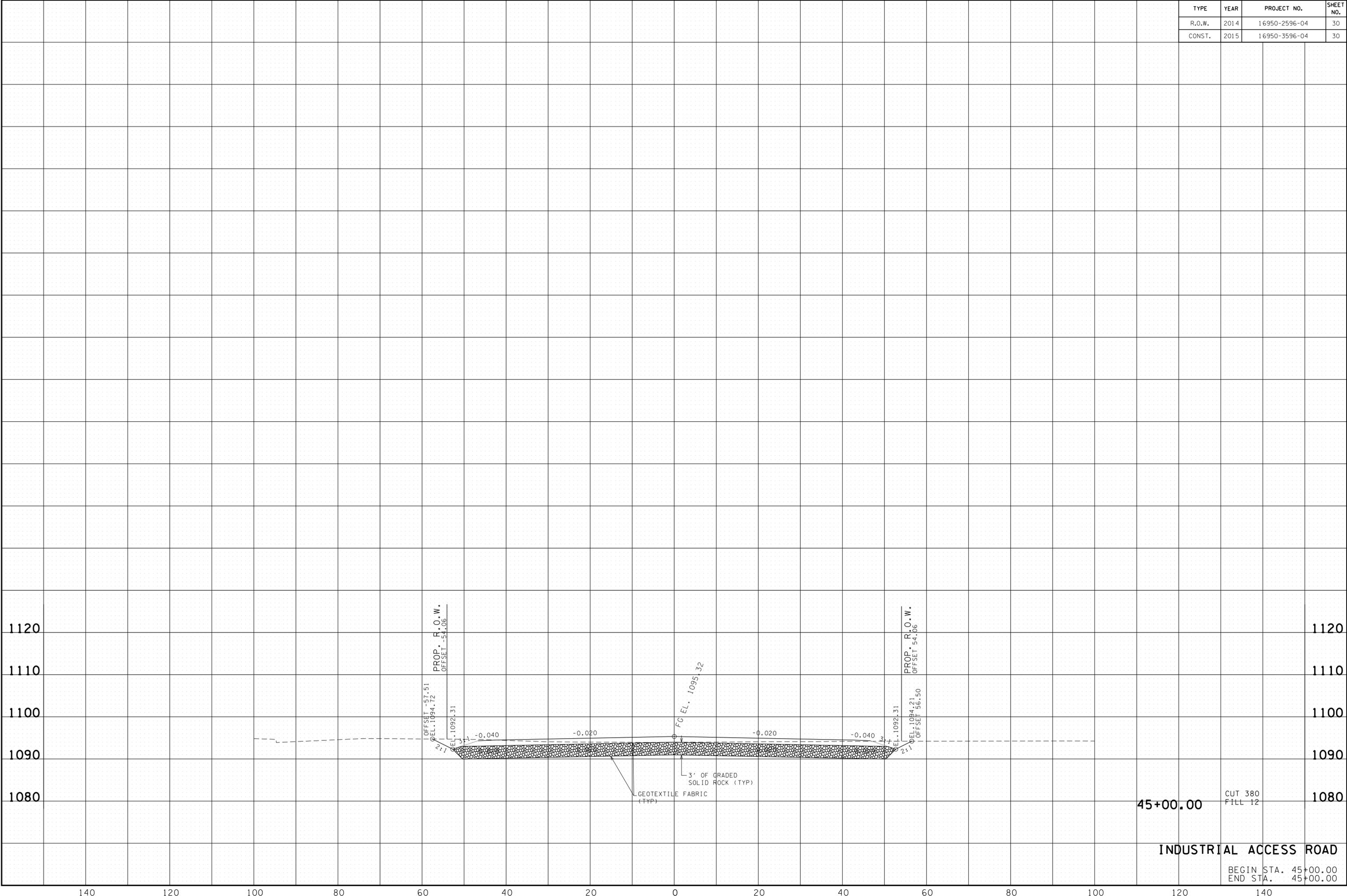


INDUSTRIAL ACCESS ROAD

BEGIN STA. 43+50.00
END STA. 44+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	30
CONST.	2015	16950-3596-04	30

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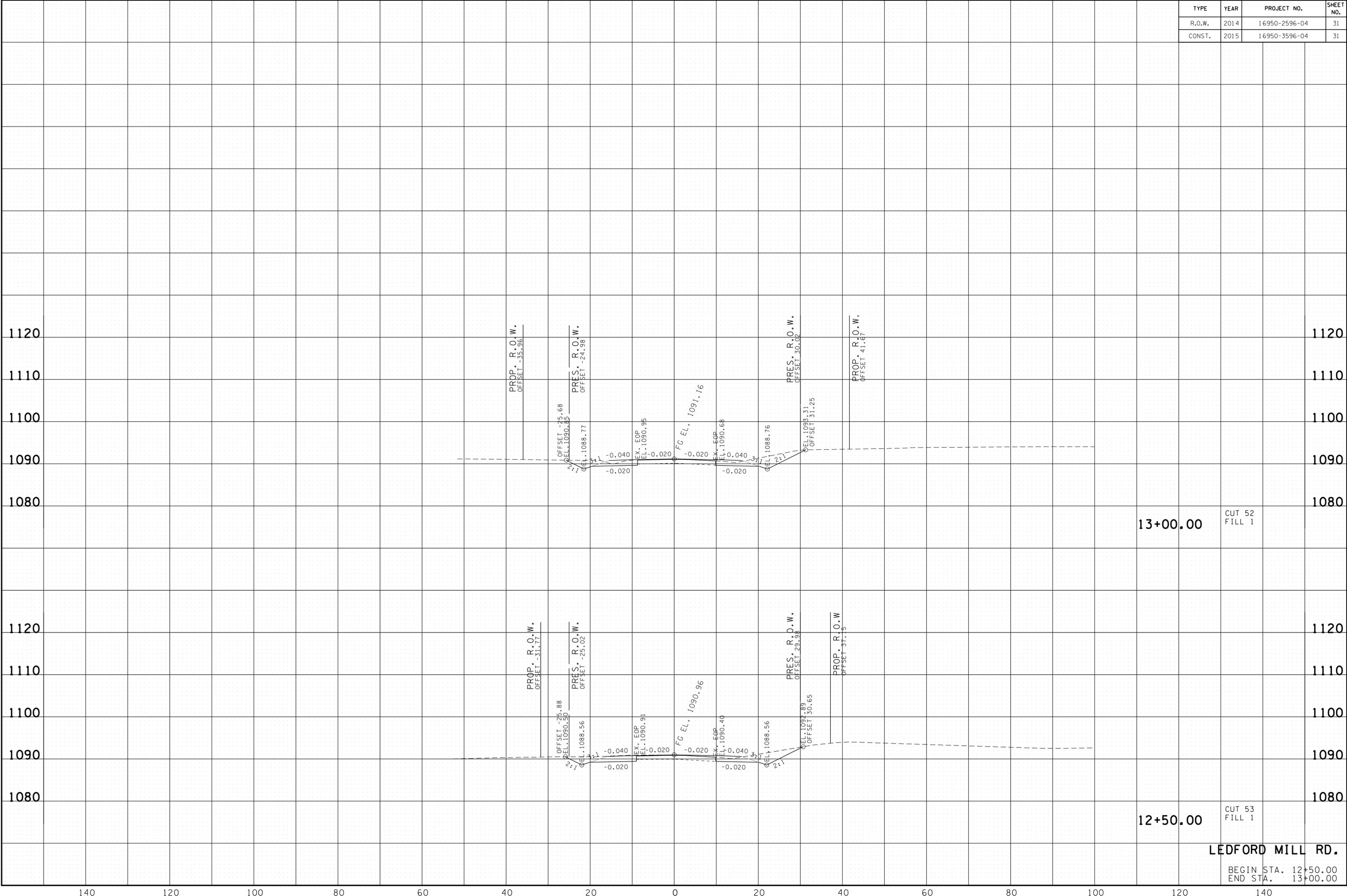
45+00.00

CUT 380
FILL 12

INDUSTRIAL ACCESS ROAD

BEGIN STA. 45+00.00
END STA. 45+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	31
CONST.	2015	16950-3596-04	31

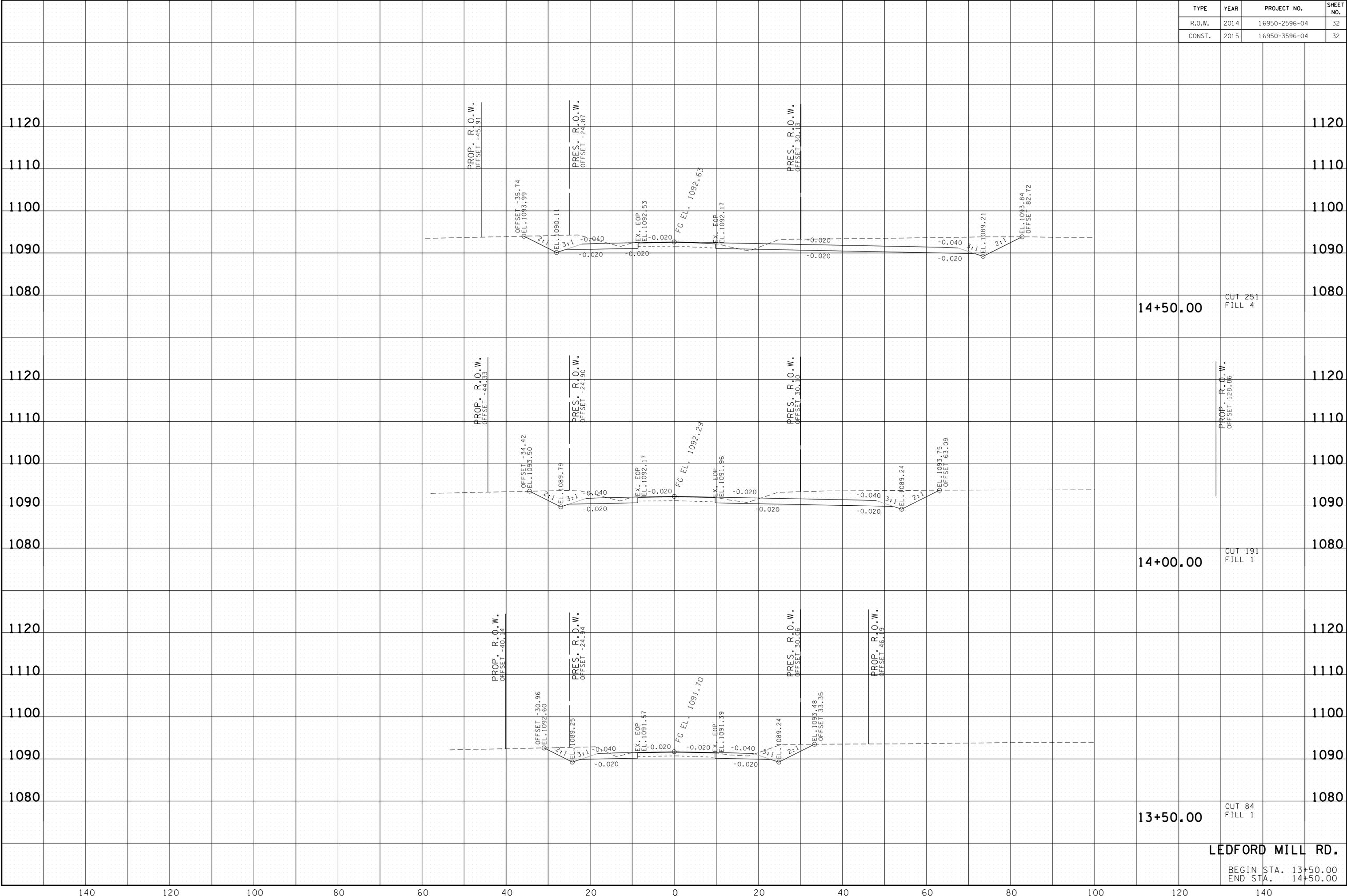


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LEDFORD MILL RD.

BEGIN STA. 12+50.00
END STA. 13+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	32
CONST.	2015	16950-3596-04	32



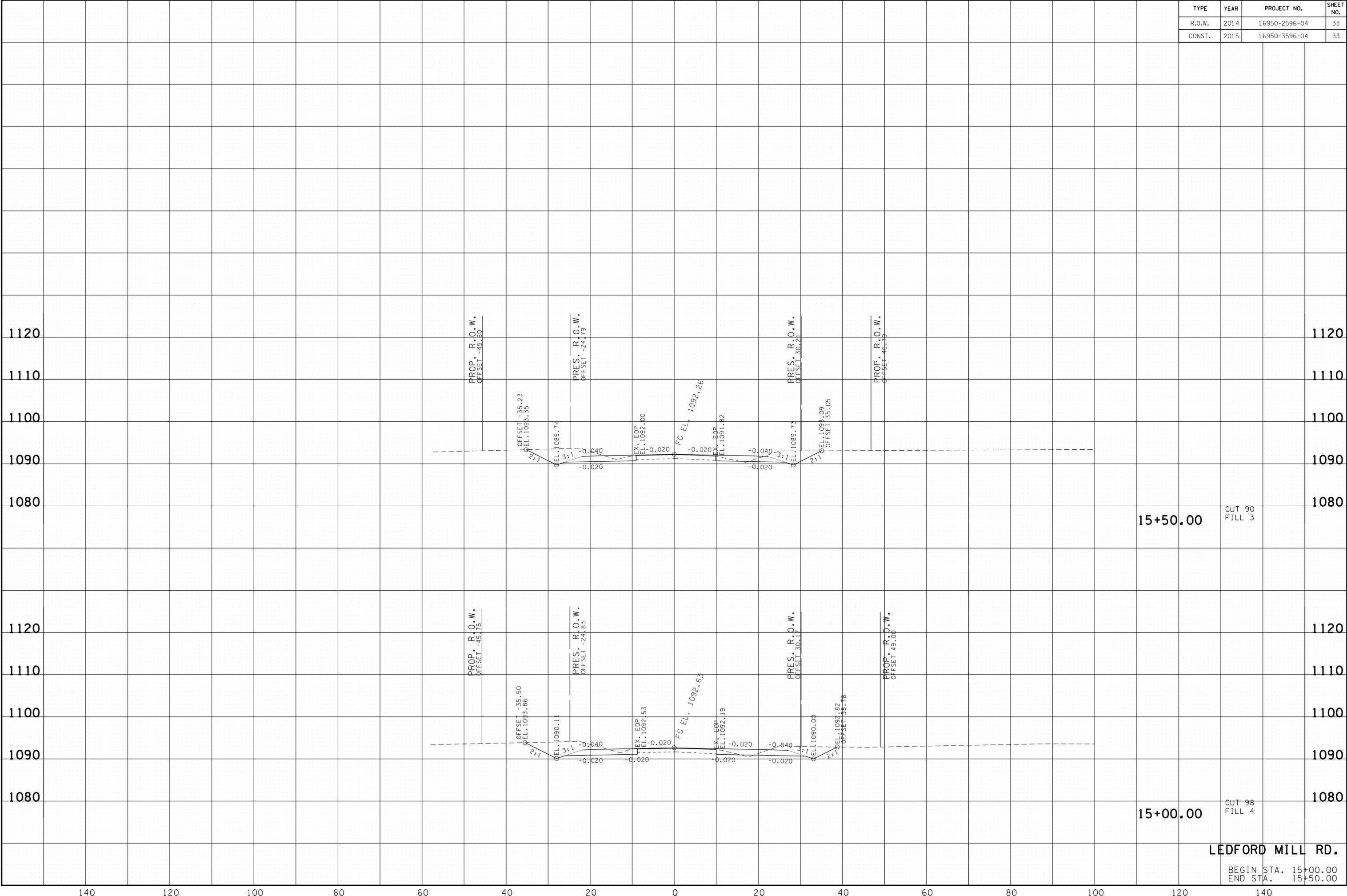
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LEDFORD MILL RD.

BEGIN STA. 13+50.00
END STA. 14+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	33
CONST.	2015	16950-3596-04	33



15+50.00
CUT 90
FILL 3

15+00.00
CUT 98
FILL 4

LEDFORD MILL RD.

BEGIN STA. 15+00.00
END STA. 15+50.00

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140

120

100

80

60

40

20

0

20

40

60

80

100

120

140

1120

1110

1100

1090

1080

1120

1110

1100

1090

1080

1120

1110

1100

1090

1080

1120

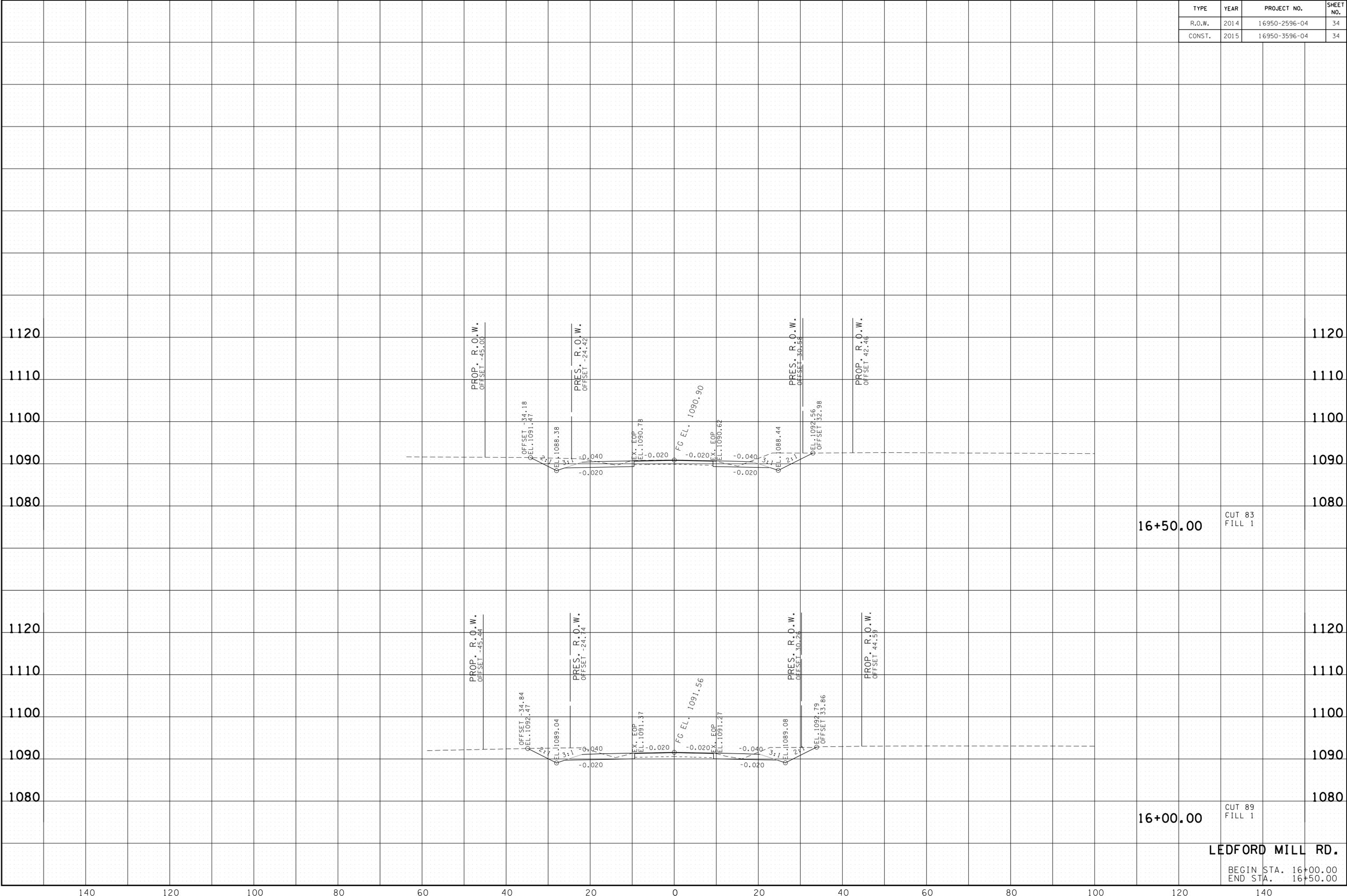
1110

1100

1090

1080

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	34
CONST.	2015	16950-3596-04	34



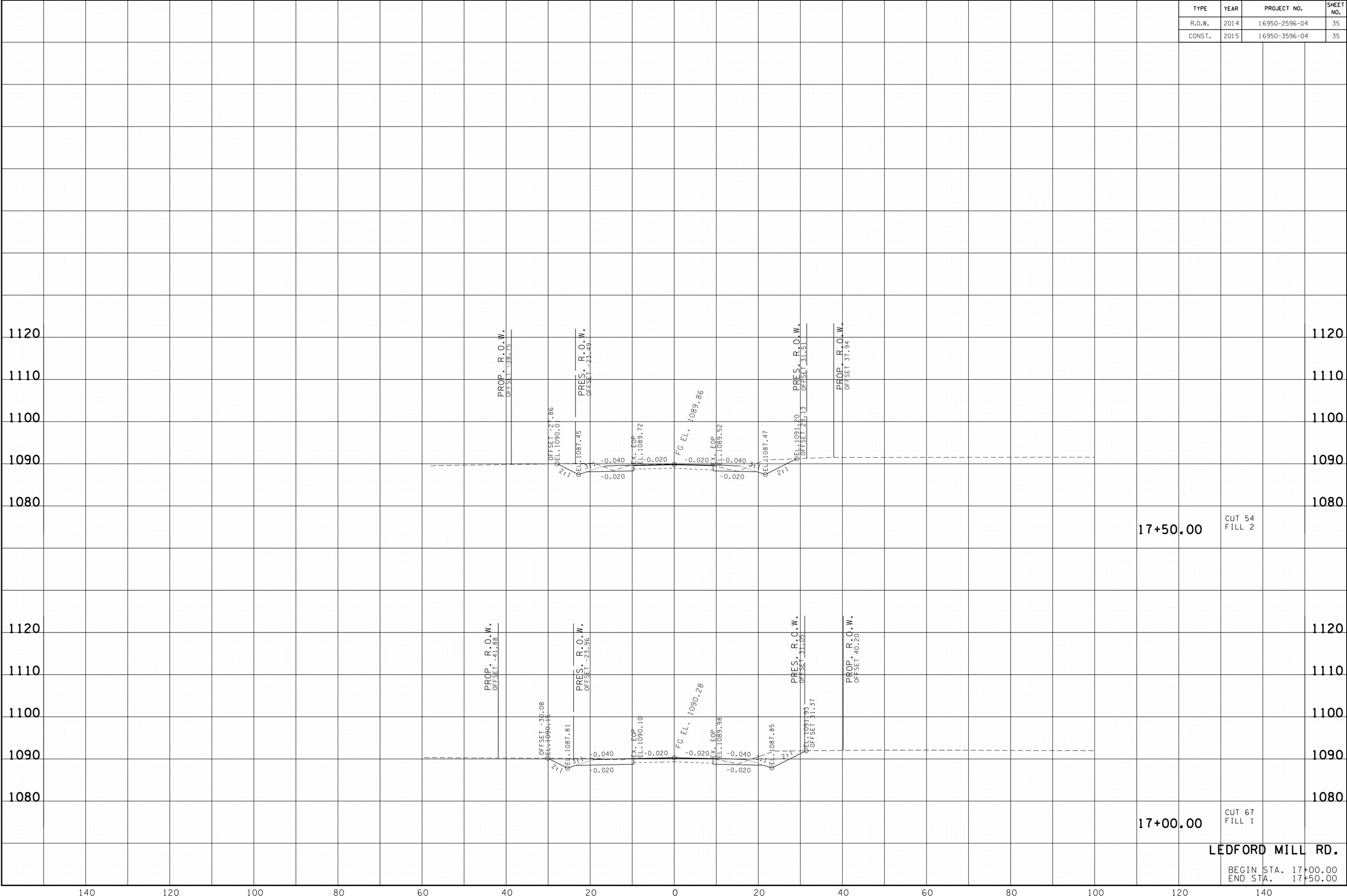
16+50.00 CUT 83 FILL 1

16+00.00 CUT 89 FILL 1

LEDFORD MILL RD.

BEGIN STA. 16+00.00
END STA. 16+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	35
CONST.	2015	16950-3596-04	35



17+50.00 CUT 54 FILL 2

17+00.00 CUT 67 FILL 1

LEDFORD MILL RD.

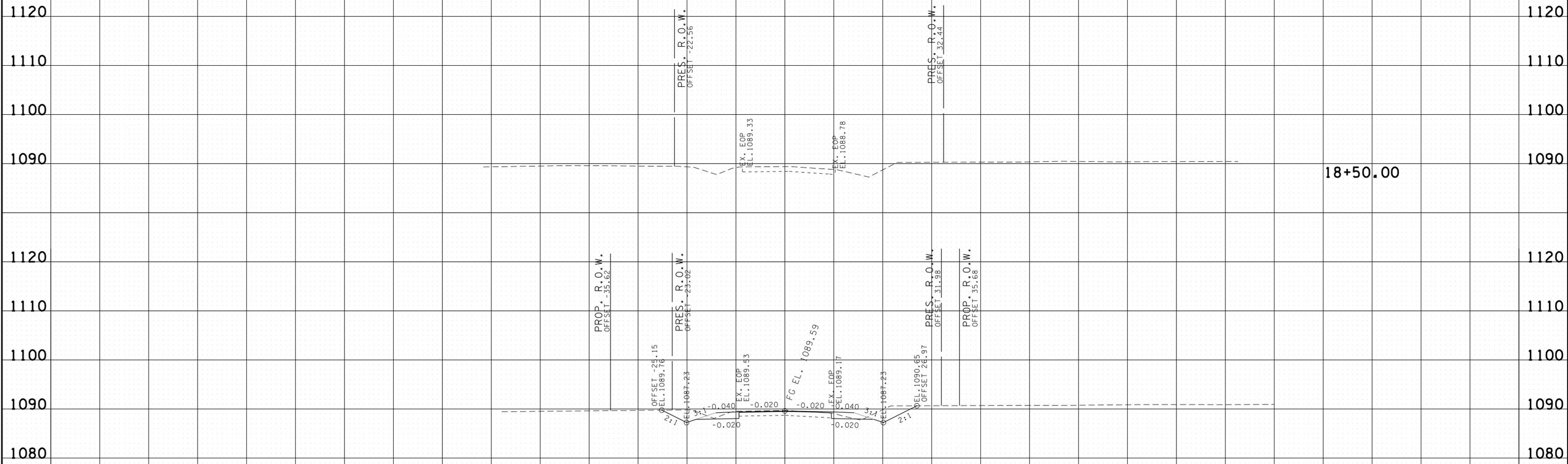
BEGIN STA. 17+00.00
END STA. 17+50.00

7/9/2015

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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	16950-2596-04	36
CONST.	2015	16950-3596-04	36



18+00.00 CUT 43
FILL 3

LEDFORD MILL RD.

BEGIN STA. 18+00.00
END STA. 18+50.00